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• *Inside:*
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1957 Buick Custom Rod
Feature on Pg. 22

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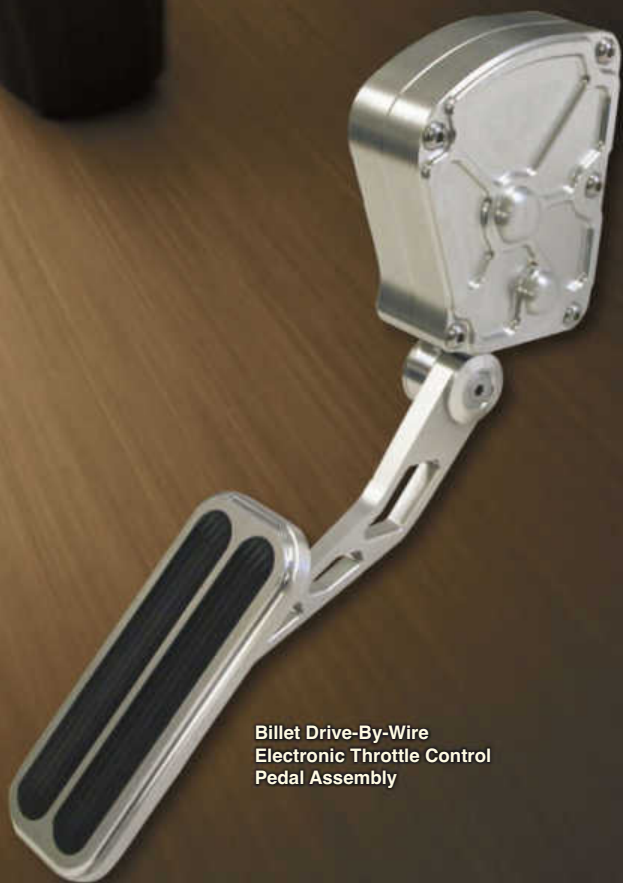


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★ **ON THE COVER:** Stephen Giles knows how to cruise in style with a "road master" of a '57 Roadmaster Buick 75. Featuring unique period styling the Buick is pulled down the road with an LS3 to handle the power chores while modern suspension components greatly enhance the ride and handling. **Photography by Robert McGaffin.** ★ **INSET:** Michael Young of Street Rods by Michael took his time, OK more than he wanted, but the highboy Deuce coupe is on the road powered by a Motor City Flathead. **Photography by Butch Tate.**

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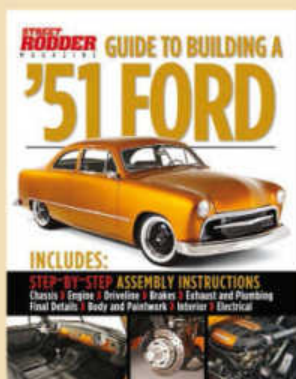
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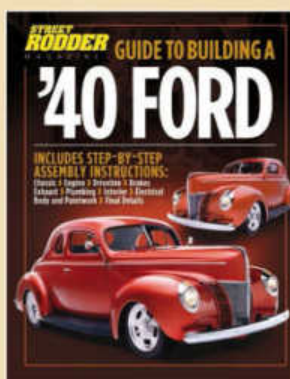
Building a '59 Chevy

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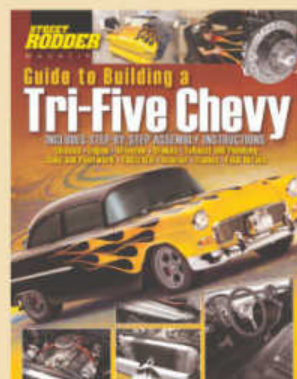
Building a '51 Ford

The project began with a Fatman '49-51 Ford chassis. Honest Charley Garage used Dennis Carpenter Ford Restoration Parts patch panels and shaved the taillight spears. The top was chopped 2 inches in front and 3-1/2 inches in back, and the car is channeled. **\$19.95**



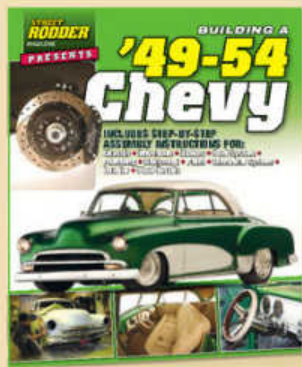
Building a '40 Ford

Hollywood Hot Rods builds a 100 percent reproduction '40 Ford coupe. They could have just built a straight-forward '40 Ford coupe but they decided to throw in a few extra challenges, like chopping the top and fitting the first-ever Ford Coyote engine in a '40 Ford. **\$19.95**



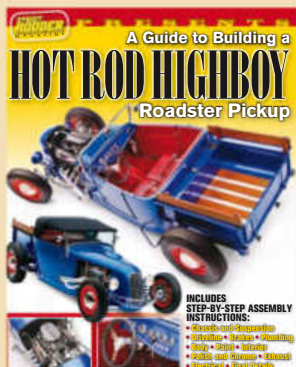
Building a Tri-Five Chevy

Woody's Street Rodz builds our the 2011 Road Tour car from the ground up. You'll see the latest techniques, frame construction, suspension, running gear, engine swaps, interior refinements, electrical system, as well as paint- and bodywork tips, including traditional flames. **\$19.95**



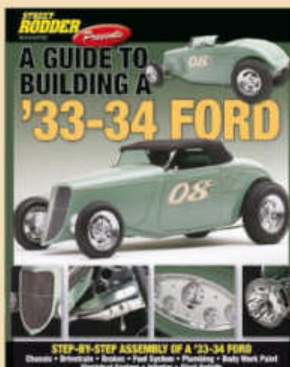
Building a '49-54 Chevy

You're guided through the process of construction from the ground up—chassis/suspension, engine/transmission/rearend, electrical, interior, bodywork/paint, and all the other information you'll need to build your version of the 2009 Road Tour Chevy. **\$19.95**



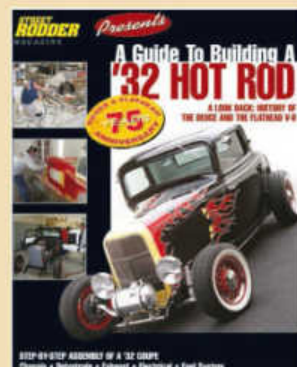
Building a Hot Rod Highboy Roadster Pickup

Step-by-step assembly instructions for a '32 Ford roadster, chassis, drivetrain, electrical, body, interior, paint tips, and much more! Hundreds of photographs, tips, and information to help first-time and old-time street rodders alike. **\$19.95**



Building a '33-34 Ford

Starting with Henry's gamble to develop an entirely new car, we trace the development of the Model 40, detail the difference between '33s and '34s, and look at the impact they had on hot rodding and document construction of an American Speed Company Speed33. **\$19.95**



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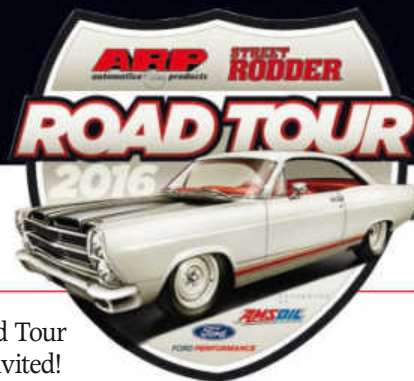
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BY JERRY DIXEY



Can't Wait To Get On The Road Again

◆ **It's a new year** and another Road Tour! The ARP/*STREET RODDER* Road Tour is our annual series of cross-country road trips and local tours. And you're invited!

For the 21st edition of the ARP/*STREET RODDER* Road Tour, we have come up with a great schedule as well as some exciting new twists. We will kick off the season in St. Paul, Minnesota, in June with the Minnesota Street Rod Association's Back to the 50's Week. For the entire week leading up to the Back to the 50's event, the Road Tour participants will be doing day trips in the Minnesota/Wisconsin area.

After Back to the 50's, participants on the Ford Performance Coyote Tour will be saddling up for a drive to Pueblo, Colorado, for the NSRA Rocky Mountain Nationals. Here's where it gets exciting. At the same time that the Ford Performance Coyote Tour is leaving St. Paul, Rick Love will be leading the Vintage Air Tour from San Antonio as they head to Pueblo. For the first time in Road Tour history, two tours will take place at the same time, coming together for the Rocky Mountain "Road Tour Roundup" at the NSRA event in Colorado.

In July, the Factory Five Racing Tour will start near Boston and visit several New England states as we cruise on our way to the huge Syracuse Nationals. In August, we

will make a return visit to Detroit, the Motor City. We will spend the week leading up to the Woodward Dream Cruise, making day trips in Southeastern Michigan on the popular Autopalooza.org Tour.

We are going to kick off the Shades of the Past Tour on Labor Day weekend by visiting area shops and attractions in Nashville. Then on Monday, we will make the run to Pigeon Forge, Tennessee, where we will spend the entire week leading up to the Shades of the Past Hot Rod Roundup, visiting shops and attractions in and around that popular tourist destination. From Pigeon Forge, the Dynamat Tour will head north through Ohio and onto the NSRA Northeast Nationals in Burlington, Vermont.

The season wraps up once again on the West Coast as the Sherm's Custom Plating Tour travels from Northern California to the 25th NHRA California Hot Rod Reunion in Bakersfield.

Here's another new component we are introducing to the ARP/*STREET RODDER* Road Tour program this year. We call it the Lokar Triple Play Challenge. Register to participate in any three Road Tours over the season. If you complete all three, you will receive a commemorative Lokar Triple Play Challenge jacket for your efforts.

This going to be a great summer. Watch streetrod.com and *STREET RODDER* magazine for additional details and registration info on each Tour. Make plans to join us in the fun.

2016 ARP/*STREET RODDER* Road Tour Schedule

MSRA Back to the 50's Week Tour

June 10-19
St. Paul, Minnesota,
culminating with the Back
to the 50's Car Show

The Rocky Mountain Road Tour Roundup

Two tours converge on the NSRA
Rocky Mountain Nationals

Ford Performance Coyote Tour

June 17-26
Back To The 50's, St. Paul, Minnesota,
to the NSRA Rocky Mountain
Nationals, Pueblo, Colorado

Vintage Air Tour

June 18-26
Vintage Air, San Antonio, Texas, to
the NSRA Rocky Mountain Nationals,
Pueblo, Colorado

Factory Five Racing Tour

July 8-17
Factory Five Racing, Wareham,
Massachusetts, to Syracuse
Nationals, Syracuse, New York

Autopalooza.org Tour

August 12-20
Detroit, Michigan, culminating with
the Woodward Dream Cruise

Shades of the Past Tour

September 2-10
Nashville, Tennessee, to Shades of
the Past, Pigeon Forge, Tennessee

Dynamat Tour

September 9-18
Shades of the Past, Pigeon Forge,
Tennessee, to the NSRA Northeast
Nationals, Burlington, Vermont

Sherm's Custom Plating Tour

October 14-23
Northern California to the NHRA
California Hot Rod Reunion,
Bakersfield, California

★**The ARP/*STREET RODDER* Road Tour Lokar Triple Play Challenge:** Complete any three of the 2016 Road Tours and get a Road Tour Lokar Triple Play Challenge jacket!



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BY BRIAN BRENNAN



A Win for the Street Rod Industry

♦It's been a longtime coming ... but the time has come. Hot rodders for eons haven't really paid attention to what is legal or not when it comes to building cars ... it didn't matter because our cars were so old so as not to surface on the radar. Well, as our hobby began to grow into a full-fledged industry things began to change. About 15 years ago the topic of registration began to be taken in earnest. And while it still hasn't caused our industry to stumble there have been times it has caused us to "pay attention."

For starters, within the past two decades hot rods have had to pay closer attention to registration and emission standards. Long gone are the days when buying and selling "pink slips" (certificates of ownership) was or is legal for the purposes of building a vintage or traditional hot rod while utilizing modern parts to replicate an old look. It's still legal to sell these certificates as memorabilia and it's legal to find an old car with a valid VIN and apply for a lost (or duplicate) certificate of ownership. But to "create" a hot rod from a

purchased title is illegal in all states ... yep you can't make your own car using a once-valid pink slip (with the original VIN) and apply it to a car that for all purposes didn't exist. (You need to check your own state's specifics to see what you can and can't do.)

For decades many states have offered the option to build an old-looking car with modern components through highly specific laws. For instance, in California you can build an old-looking car or a replica (kit car Cobras and the like) and apply for a new title as long as you have the paperwork and pay the DMV fees (which can amount to upwards of 10 percent of the declared value of the car). It's often referred to as SB100 (authored by Senator Maurice Johannessen of R-Redding, California, back in 2001) and the intent was to clear the air (no pun intended) with regards to specialty-constructed vehicles. From this point other states took this legislation and made their own versions, in some cases, replicating the California law "as is" and in other states with modifications. And while this law continues to work there were some "hiccups" that needed to be addressed.

Well, that day has come not only for those of us living in the Sunshine state but also on a national level. Recently President Obama signed into law legislation that will permit

low-volume car manufacturers to produce turnkey replica vehicles for customers nationwide. The SEMA-supported provision is part of a larger highway construction bill. Rep. Markwayne Mullin (R-OK) and Rep. Gene Green (D-TX) introduced the "Low Volume Motor Vehicle Manufacturers Act of 2015" in June, legislation that SEMA has pursued since 2011. It received strong bi-partisan support and was inserted into the highway bill.


What are the basics of the bill and why is this a boon to our industry? Follow along with several of the high points, which should prove beneficial for the street rod shops within our industry.

Low-volume manufacturers (up to 5,000 motor vehicles a year global production) now have the option of selling up to 325 replica vehicles in the U.S. each year. Every street rod shop in the country can avail themselves of this aspect to build, legally, turnkey cars for their customers. No more having to skirt the issue. A replica is a vehicle that resembles the body of another motor vehicle produced at least 25 years ago (i.e. '32 roadster, '65 Cobra, and so on). With the influx of fresh sheetmetal being reproduced in so many different historic vehicles this is really a plus ... i.e. another great example are the '55-'57 Chevys.

Previously, companies were unable to sell turnkey cars since the National Highway Traffic Safety Administration (NHTSA) regulated these vehicles as if they were current model-year vehicles, not vintage cars. The new law treats these replicas the same as kit cars, subject to certain equipment standards (lighting, tires, windshields, brake hoses), recalls and remedies but not vehicle standards (roof crush, side impact).

Enthusiasts still have the option of building replicas and specialty-constructed vehicles from kits. Vehicles produced by the companies will have a current model-year engine package certified by the EPA or California Air Resources Board and are exempt from emissions testing. It's this particular aspect that needs closer attention. Can we hot rodders still use a vintage motor (i.e. an early Ford Flathead in a car that didn't come with one of these venerable V-8s, or how about a Nailhead or early Hemi?) Once we find out if we can use one of these early motors this new legislation will be a boon to our industry.

A little good news will go a long way to kicking our hobby in the pants and once again making it just a bit less of a challenge to build the hot rod of our dreams.


Brian Brennan
Editor



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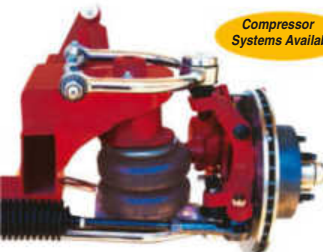
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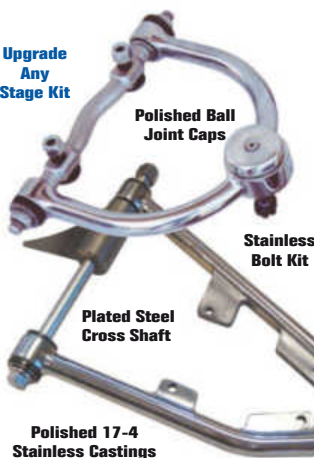
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WINDOW SHOPPER



BY JOHN GILBERT

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★ Classic Tacho

Classic Instruments just released its all-new 2-1/8-inch full sweep tachometers. These 2-inch tachs debuted as a new product at the 2015 SEMA show and are now available in seven distinct styles: White Hot, Hot Rod, G-Stock, Velocity Black, Velocity White, Auto Cross Yellow, Auto Cross Gray.

They include Analog 0.5–4.5 VDC output for data logging systems, LED lighting; choose between warm white or cool white. Works with four-, six-, and eight-cylinder signals, and are available through any authorized Classic Instruments dealer or direct.



• Classic Instruments (800) 575-0461 classicinstruments.com

★ LS EWP Adapter

From Davies Craig the EWP (Electric-Water-Pump) adapter for Chevy LS engines allows for easy installation of the EWP onto a Chevy LSX. Weighing less than 5 pounds with the EWP attached, this kit eliminates the mechanical water pump allowing for additional front engine clearance, and temperature based coolant control meaning potentially more horsepower.



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★ Billet LS Dipstick

Lokar's new billet aluminum Direct Mount LS Series engine dipstick is an ideal replacement for the factory dipstick and handle in any LS series engine. Designed to mount directly into the factory dipstick tube, the Direct Mount LS Series Engine Dipstick features a billet aluminum handle and a U-Cut-To-Fit, E-Z read flexible inner cable for accurate engine oil measurement.

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★ Cragar SS 50th

It's been 50 years since the iconic Cragar S/S wheel was first introduced, and to commemorate the occasion for a limited time commemorative 50th Anniversary Cragar SS wheel caps are available. The part number is A-09099, but remember they are a limited edition, so contact your Cragar dealer right away.



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The screenshot shows the Hot Rod Network website. At the top is a navigation bar with links to various sections: HOT ROD, ROADKILL, STREET RODDER, CAR CRAFT, HOT ROD DELUXE, and MUSCLE CAR. Below this is the main header with the 'HOT ROD NETWORK' logo, social media follow buttons, a login/signup link, and a search bar. The main content area is divided into several sections: 'FEATURED CARS' with a large image of a 1933 Continental Coupe, 'HOT ROD TYPES' with a list of categories like Hot Rods, Hot Rod Trucks, and Kit Cars, 'LATEST ARTICLES' with a list of recent posts including 'This Rare 1971 Ford Mustang 429 CJ Ram Air Convertible', and a 'NEWSLETTER SIGN UP' form. A 'CLICK HERE FOR A 30 DAY TEST DRIVE!' button is also visible.

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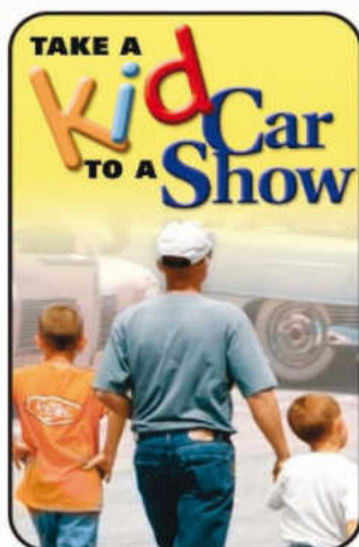


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Take a Kid to a Car Show is a program of ARMO, the Automotive Restoration Market Organization, a SEMA Council.



EDITED BY TIM BERNSAU

★More Awards for *STREET RODDER* Participants

The Painless Performance Products/*STREET RODDER* Top 100 program is joined by another exciting awards program for 2016. We call it the Triple Crown of Rodding.

As always, all 2016 Painless Performance Products/*STREET RODDER* Top 100 winners will receive a custom jacket and be considered for Street Rod of the Year (selected by *SR* editors). Now, all 2016 Top 100 winners will be eligible for the Triple Crown of Rodding contest held at Shades of the Past Hot Rod Roundup in Pigeon Forge, Tennessee, in September.

All 2016 Top 100 winners attending Shades of the Past will be considered for the Shades of the Past Top 25. Those 25 winners will receive prizes and advance to the next level of judging—the Shades of the Past Top 5. Three cars will be selected

as Street Rod of the Year, Street Machine of the Year, and Street Cruiser of the Year. The three winners will each receive a custom jacket and trophy, be photographed for the cover of *STREET RODDER* magazine, and be featured in this

STREET RODDER.

Street Rod of the Year, Street Machine of the Year, and Street Cruiser of the Year will also be displayed at the Hot Rod Industry Alliance Reception at the 2016 SEMA Show and in the *STREET RODDER*



♦Don Smith's '32 Fordor was *STREET RODDER*'s Street Rod of the Year for 2014. In 2016, you will have three more ways to win in the PPG Triple Crown of Rodding.

display at the 2017 Detroit Autorama.

Stay tuned for more details on the Triple Crown of Rodding.

★George Barris, King Of The Kustomizers

Famed car customizer George Barris died on November 5, 2015, just 15 days before his 90th birthday. Possibly the most famous customizer in the business, his creations include the Munster Koach, *The Beverly Hillbillies* car, and the Hirohata Mercury. The Ala Kart '29 Model T pickup won America's Most Beautiful Roadster two years in a row. His most famous car, the original Batmobile, sold at auction in 2013 for more than \$4 million.

A memorial service on November 28 at Forest Lawn Hollywood Hills was attended by upwards of 1,000 friends and fans, in addition to family members. Fellow hot rod pioneer Blackie Gejeian and Barry

Meguiar, host of TV's *Car Crazy*, spoke in tribute to Barris. The parking lot was packed with hot rods and customs, driven to the memorial as an automotive tribute by fans. Barris was buried in a gold painted casket with pinstripes, the famous Barris crest, and bat fins. He is buried next to his wife, Shirley, who died in 2001.



Read more at
hotrod.com/events/1511-george-barris-rip.

★Bonneville History Books To Save The Salt

Rain storms two years in a row combined with deteriorating salt has led to cancelled Bonneville events. Without a consistent event schedule, the non-profit Southern California Timing Association loses its main source of income from entry fees. David Fetherston and Ron Main have produced two new books on Bonneville's history as a fund-raiser for the SCTA.

Bonneville Nationals Speed Trials: Volume One and *Two* are supplementary editions of the previous book *Bonneville: A Century of Speed*. The earlier book was produced as a fund-raiser for Save the Salt Foundation. The new 700-page two-book set is produced in a different format and features the first 20 years of race programs, plus an amazing array of historic stories



and photos. Proceeds will go to replenish the depleted Rain-Out Fund and help support the SCTA. For more information go to savebonneville.com.



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THE SECOND '57



feature

By **TIM BERNSAU**
Photography by **ROBERT MCGAFFIN**

Stephen and Michaela Giles'
Extraordinary '57 Buick Custom Rod

“I

t started out as a nice driver but we got a little carried away”

Many street rodders could say the same thing. Stephen Giles is just more candid about his '57 Buick Roadmaster 75. Stephen and his wife Michaela's plans for a simple build turned into a lot of hard work. “The car fought us every step of the way,” Stephen said, and builder Carl Meredith at Carl's Custom Cars in Red Oak, Texas, agreed. What made the challenge easier was finding the perfect parts car.

Stephen, from Dallas has spent his whole life interested in street rods. His first car was a '57 Chevy Bel Air that he had to learn to fix before he could drive it. When he decided to build his second '57, he chose a Buick over a Chevy, partly for the larger interior dimensions, and partly as an alternative to a Bow Tie.

The right raw material was found nearby. It had been owned by the seller's father—but had spent the last 15 years unfinished and untouched. The initial disassembly revealed the Buick's rough condition, but the factory trim tag revealed that it was the second '57 Roadmaster to come off the assembly line.



The parts car came from Wheatbelt Antique Auto, the all-Buick salvage yard in Oklahoma (now closed). The Giles paid \$500 for the '57 Buick Super and assorted loose parts. That second '57 Buick provided the chassis, doors, trunk, windshield trim, side trim pieces, and several steel panels to repair the body. "That car saved us thousands of dollars and saved the build," Stephen reports.

Throughout the project, Michael was at Carl's Custom Cars helping with the build. Exterior modifications are extensive but low-key, including the 1/4-inch chop in front. Many of the emblems were shaved and the door handles were traded for Kindig It Design flush-mounted handles. The headlight rings were molded into the quarter-panels, and custom taillight assemblies were created to align with the fins (correcting a '57 Buick characteristic most builders overlook). The hood was re-hinged to pivot forward, and both bumpers were notched in toward the body. The stock lower chrome pieces that extended from the rear bumpers to the wheel openings were welded to the rear quarters and painted. The decklid was trimmed to improve the radius and correct the poor fit (another '57 Buick trait), and a

back-up camera was installed in the lock location. The stainless trim bars spanning the roof, over the one-piece rear glass, and across the decklid are a rare Roadmaster option. A jeweler created a mold to remake the Roadmaster 75 side script in silicon bronze, changing the 75 to 57.

Twenty-inch Schott Octane wheels are the perfect proportion for the wheelwells, and are wrapped in Yokohama Parada Spec-X tires, measuring 285/50R-20 and 255/45R20.

Pete McGrath at Carl's Custom Cars tirelessly handled the body prep chores and sprayed the paint. Matrix System Candy Cognac was layed over a silver base and a gray base to achieve the two-tone finish.

The '57 Buick frame from the parts car was stiffened up with a rear crossmember, trans mount, and a front crossmember modified to handle the LS3 engine. QA1 double-adjustable shocks and Eibach springs at both ends iron out street bumps, and Wilwood disc brakes do the stopping with help from a CPP master cylinder, Hydratech booster, and electronic pedal assembly. A rear-steer





THE SECOND '57

rack from RetroRack in Australia controls turns. Carl's fabricated custom A-arms hanging on first-gen Camaro-style spindles from CPP, and installed a NASCAR-style adjustable antiroll bar. An adjustable custom Panhard stiffens the rear. The Ford 9-inch is loaded with 3.55:1 gears with limited slip. Linear actuators (two in front, one in the rear) electrically lower and raise the body 5 inches in 5 seconds without airbags.

The hood pivots forward to reveal a handbuilt induction system, directing air to a '15 6.2L LS3 crate

engine. Exhaust is directed out through ceramic-coated Street & Performance headers and mandrel-bent pipes ending at a dual vents in the rear bumper. Carl's son, Brad, used sheetmetal from the donor car to create the one-of-a-kind engine cover. The engine bay and many engine components—including the PRC aluminum radiator and electric fan—were painted with a matte version of the Candy Cognac. A GM 4L70E transmission with a Phoenix Transmission converter backs up the LS3.





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THE SECOND '57

The interior was redesigned by Brent Davison and Phillip Cato at Sculpt Garage in San Marcos, Texas. More candy paint is contrasted with a hydrographically printed burl wood design and Whisper Cinnamon-colored leather. A new speedometer face and rebuilt gauges were installed, and a Con2R custom steering wheel was mounted on an ididit column. The seats were specially constructed for the Buick. The teardrop control panel in the custom console was CNC cut from billet. It houses the touch-starter button and shifter twist knob, power window toggles, and controls for the Vintage Air Gen IV A/C system. The Alpine stereo system is accessed by the

touch-screen at the front of the console.

The Buick was finished just in time for the 2014 Lone Star Nationals, where it was a finalist for the Custom Rod of the Year award. Later the car was selected as a Custom of the Year finalist. The Roadmaster got a Painless Performance/*STREET RODDER* Top 100 win at the 2015 Hot August Nights. Not bad for a car that “fought us every step of the way.” Now that the first year fireworks are subsiding, Stephen and Michael can think about shifting from the show circuit to the street. The Buick originally intended as “a very nice driver” has some traveling ahead of it. **SR**





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PICTURE PERFECT

Dave DeBaar's '30 Ford Coupe Nails the Look

By **CHUCK VRANAS** | Photography by **THE AUTHOR**

Sometimes all it takes is a picture. One simple image burned into your mind that's capable of launching a deep desire within you to act as a guidance system through life. In the case of Dave DeBaar of Byron Center, Michigan, it was a tattered old picture from 1954 of his dad Gordon's hopped-up Deuce hanging in the family garage that sparked his magneto, leading him on a quest that would last decades. Being the young son of a mechanic it was easy for him to experience firsthand cars being worked on in the family shop after hours. By the time the weekend hit he was by his dad's side as they ventured off to local racetracks to take in everything from asphalt stock cars running at Berlin Raceway to watching Sprint Cars at Crystal Race Way and quarter-mile warriors at Central Michigan Dragway.

While growing up Dave was heavily influenced by race car fabrication and just what it took to create the cars he would see competing each weekend. His interests led him to get involved in building alcohol-powered two-stroke race ATVs and 200hp four-cylinder models, which he raced at Silver Lake Sand Dragway. This allowed him to fine-tune his fabrication skills to a point where when he reached 22 years old he switched gears and focused on building hot rods with his dad. The pair have already designed and built a number of vintage Fords, including a '56 Ford F-100, a pair of '47 Fords, and a '29 Ford lakes-style modified.

He started a quest to find a perfect original Model A body, which led

him on an endless stream of leads, all ending with original steel that had seen far better days. It's funny that no matter how hard you look for something you can never find it. Eventually though it finds you. After six months of searching he got a call from Conrad Dejong, a devout Model A restorer and family friend, who had recently purchased an older restored '30 Ford from a local estate. The car ran and drove perfect but more importantly it had great sheetmetal to work with. The offer of the car took Dave by surprise coming from a restorer but he wasted little time in gathering the cash to make the deal complete. Maybe it was Dejong channeling his inner hot rodder to finally let one go for a haircut.



PICTURE PERFECT

Dave didn't even have the car home to tear down when he got an offer to sell off the entire rolling chassis and driveline. Since the body was his main focus he sold off the roller along with a stream of other stock bits he would never use to help fund the project. To get started he needed a rock-solid base so a call was placed to JW Rod Garage for one of their fresh Deuce fames already pinched to match the Model A body lines. From there he worked with his dad throughout the build, starting here by fabricating their own center X-member and rear crossmember. To transfer the power to the back the car features a Ford 9-inch packed with Moser Engineering 31-spline axles spinning 3.50:1 gears. It's hung in place by a pair of Shadow Rods radius rods deftly matched to a '40 Ford transverse leaf spring and Napa tube shocks. Up front it's totally traditional with a Super Bell 4-inch dropped axle suspended by a pair of '39 Ford split 'bones matched to 146 Ford spindles while a Speedway



Motors leaf spring and Chassis Engineering tube shocks soak up the bumps. For that classic hot rod stance a set of original '46 Ford steelies wear a set of Firestone/Coker big 'n' littles to get the job done in style.

When it came time for power Dave wanted plenty of dependability and a classic look, especially since he planned to drive the wheels off the car. He had CD's Engine Services of Hudsonville warm over a '65 Ford 289ci mill with all the right parts.

The engine was bored to 295 ci and filled with a Ford crank linked to Ford rods wearing Keith Black slugs. An Elgin stick sets the beat while a set of massaged Ford iron cylinder heads make plenty of power. Up top Dave exercised his fabrication skills adding an Offenhauser dual-quad intake to which he machined custom adapters to mount four Holley 94-series carbs assisted by a custom linkage. He continued on, bending copper fuel lines as well as machining






a handmade fuel log. A stock ignition lights the fire with gases dumping through owner-fabbed lake-style headers. Vintage Speed air cleaners and finned aluminum valve covers add just enough dazzle. To move the goods a Ford C4 automatic box by Tom Marklevitz of Dorr, hustles the power through a driveshaft by Neal's Truck Parts.

When it came time to address the body Dave stripped it to bare metal to be sure what was underneath

the paint of the dated restoration wasn't hiding anything. Seeing it had a relatively clean bill of health he decided the car would need a healthy chop. For just the right look he contacted Mike Boerema of Gas Axe Garage in Allendale, to take on the task. Boerema masterfully laid out the chop and by the time all the cutting was done he removed 4 inches in front and 3-1/2 inches out back for a perfectly proportioned lid. Dave followed by removing and filling the stock gas fill, adding a set of '50 Pontiac taillights, and finishing with a custom rear gas fill topped by a race car-styled unit from Crafty B. The body was then metal finished and all gaps were set. When the time came for the bodywork he was assisted by his dad and Dejong who all worked to block it to perfection. To lay down the color John Ruiz of Wyoming got the nod to spray the Nason '69 Mercedes-Benz blue across everything and bring the car to life.

They often say the devil is in the details so when time came to

address the interior Dave rolled up his sleeves and infused a number of classic touches to separate his coupe from the rest. To start he massaged a '35 Ford dash to fit and filled it with very unique '50 Hudson gauges combined with a vintage Sun tach and related switches from a '56 Ford. A '55 Ford steering column and shifter was then fitted and topped with a '40 Ford wheel from LimeWorks. For comfort Joe Vieau of Grandville, Michigan, stitched up a winning combination of traditional pleats in camel and black leather to add plenty of allure to the business office. The coupe possesses an amazing presence when you see it and it's a testament to a son and his dad's bond together to create a bitchin hot rod that they can be proud of. Dave tells us that the coupe is on the road at least five days a week and that his daily routine includes dropping his daughter, Anna, off at school and regular stops for ice cream with her . . . to us that's just plain cool. 



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✓Yes



✗No



✓Yes



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FAMOSO FUN

THE 2015 NHRA AUTO CLUB CALIFORNIA HOT ROD REUNION

By KEV ELLIOTT | Photography by THE AUTHOR

Despite the NHRA Museum's Steve Gibbs stating "We're only going to do this once" 24 years ago, the California Hot Rod Reunion at Bakersfield's Famoso Raceway has gone from strength to strength, and has long been the premier nostalgia drag racing event in the world. The addition of Nostalgia Funny Cars a few years ago reinforced this, while the Cacklefest on Saturday night has gone from a couple dozen cars to close to 100.


With Fuel Alterededs, Nostalgia Top Fuel, Junior Fuel, 7-second Pro, and Nostalgia Pro Mod, as well as exhibition runs, action on the track was non-stop, a couple of oil downs and crash cleanups excepted, making for three days of nitro-fueled excitement for fans of drag racing's golden age. Add in the car show in The Grove behind the bleachers, the swap meet, the Cackle cars in their dedicated pit area, vendors, and even *STREET RODDER*'s Road Tour making the event its destination,



there was more to do than time allowed, if you wanted to see it all.

We selected 10 cars for *STREET RODDER*'s Painless Performance Products Top 100 at the event. Jim Dunn was honored as Grand Marshall. The 2015 honorees were Paul Althouse, Cub Barnett, Don Gaide, Don Ratican, John Jodauga, and Doug Kruse. The honoree

reception took place, as always, at the Double Tree Hotel in Bakersfield on Friday night, followed by a mini Cacklefest outside.

How the NHRA museum staff keep upping the ante each year is beyond us, but you know the 2016 event will be something extra special, as it'll be the 25th Reunion. You know you want to be there ... 

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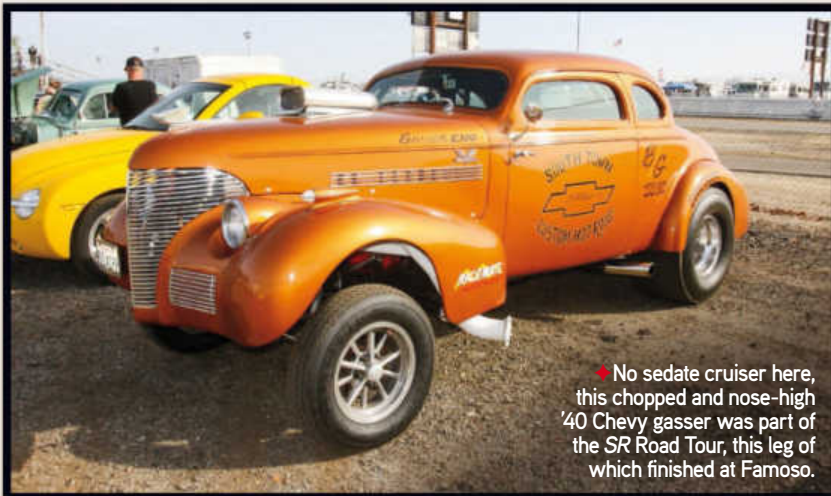
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♦ No sedate cruiser here, this chopped and nose-high '40 Chevy gasser was part of the SR Road Tour, this leg of which finished at Famoso.



♦ While most of the cacklefest cars had period push trucks, some had a little more style and were pushed by customs.



♦ With a nicely detailed Flathead and running wide-five brakes and wheels, there's no fake patina on this '36, just a healthy coat of sun-bleached surface rust.



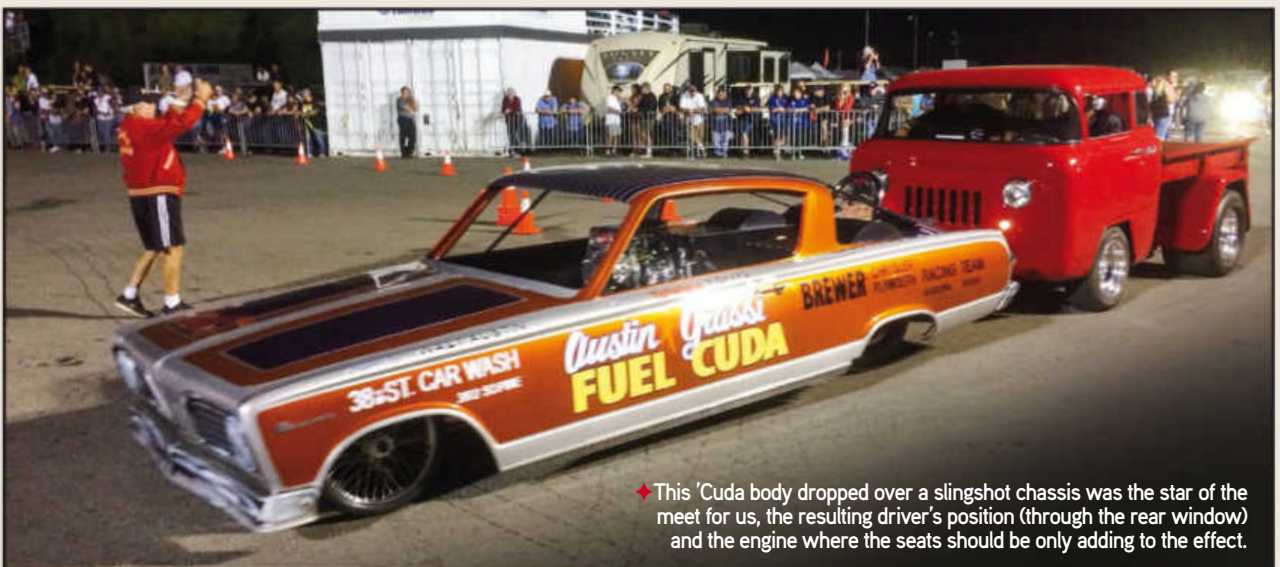
♦ If you'd told someone in the '60s that '33 Willys and '57 Chevys would still be racing each other 50 years later, they'd never guess they'd look like this pair!



♦ Galaxie 500 makes a cool cruiser with the addition of Bellflower tips, white bands on five-spokes, a little paint, and an altitude adjustment.



♦ You never know what's going to come rolling past you in the pits at the California Hot Rod Reunion!



♦ This 'Cuda body dropped over a slingshot chassis was the star of the meet for us, the resulting driver's position (through the rear window) and the engine where the seats should be only adding to the effect.

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BY KEV ELLIOTT



LEON SMYTHE | SAN DIEGO, CA | 1955 CHEVROLET 210 WAGON

Leon Smythe's '55 210 wagon received a few subtle changes prior to its blue and white repaint in PPG products, namely the removal of the rear door handles and the vertical section of the rear quarter-panel stainless trim, plus the Chevrolet script from the front fenders. There's now a 350 small-block underhood, fed by an Edelbrock carburetor, and backed by a 700-R4 trans for comfortable freeway cruising in overdrive. CPP upper control arms were added to the otherwise-stock front suspension, along with GM discs and Bilstein shocks with 15x7 American Standard wheels shod with BFGoodrich T/A radials at each corner. Inside, the stock bench seats are trimmed in blue and white, with matching blue carpet, while Auto Meter gauges and the stock speedometer monitor vital functions.



GEORGE CARLSON | JACKSONVILLE, OR | 1928 FORD MODEL A ROADSTER

A dropped I-beam and hairpin radius rods are located on a transverse spring up front, complete with F-100 drum brakes, with a 9-inch rearend out back carrying its stock drums, also on a transverse spring. The small-block is dressed with Olds valve covers, block hugger headers, and a Cadillac air cleaner on the Edelbrock four-barrel. Wheel Vintiques wire wheels wear Coker 600/16 and 750/16 rubber. There's a small-diameter banjo wheel on a tilt column, a Gennie shifter atop the TH350 trans, while the '32-style dash is filled with curved glass gauges of unknown origin.



PHIL WHETSTONE | LAKE FOREST, CA | 1932 FORD ROADSTER

Phil Whetstone's roadster definitely has power, thanks to a Magnusson-supercharged 350 Chevy, supported by a 4L60E trans, feeding a quick-change rearend hung on coilovers. The front suspension, hairpin radius rods and all, is from the Deuce Factory, with Wilwood brakes. American Racing five-spokes, 15x5 and 15x8.5, are cloaked in Firestones and BFGoodriches, respectively. A neat touch is the inside of the passenger side hood panel, which was signed by everyone who helped during the build, then clearcoated.



APRIL RAINES | BAKERSFIELD, CA | 1957 FORD CUSTOM 300

Randy Raines brought his daughter April's '57 Ford to the Reunion; she wasn't able to make the event. Dropped over whitewall-clad Supremes, thanks to a Universal Air system all round, and a Fatman Fabrications front suspension, the Ford has had almost all the trim plus all badges and handles removed, and now sports a tube grille and blue and white tuck 'n' roll interior. It's the paint that sets the car apart though, with flames, lacework, scallops, scrolls, and roses all over blue and white basecoats using Axalta products. A 302 Ford and C4 trans power the custom.



JASON BROWN | BAKERSFIELD, CA | 1940 FORD PICKUP

This PPG Jet Black '40 Ford pickup is powered by a nicely detailed 350 Chevy running finned valve covers, a trio of Stromberg 97s with copper air horns, a finned aluminum fuel log, and a Vertex Magneto look-a-like electronic distributor. Under the bed is a 9-inch rearend on a four-bar and 'bags, matched up front by an IFS from a Mustang II, complete with the stock Mustang brakes, again on 'bags. Wheel Vintiques steelies and Coker wide whites complete the rolling stock. Inside is a Lokar shifter for the 700-R4, AutoMeter gauges, and a three-spoke wheel on a tilt column.



MARK McDONALD | PORTERVILLE, CA | 1931 FORD MODEL A COUPE

This Model A coupe sits low, thanks to the Pinkees Rod Shop chassis that forms its underpinnings, with a 4-inch dropped front axle—with Boling Brothers brakes and split wishbones mounted through the framereils—and quarter elliptic springs supporting the rear end. The wheels are OEM Ford items, with Firestone bias-ply rubber. A 283 Chevy with three-twos powers the coupe, coupled to a Powerglide. Lakes-style headers finish just before the doors with neat turnouts. A Bell-style four-spoke wheel on a solid column, Stewart-Warner gauges in the stock dash pod, and aluminum bucket seats with minimal base padding, are complemented by a full aluminum-paneled interior.



MARC MCCASLIN | BAKERSFIELD, CA | 1936 FORD COUPE

The chopped custom gets down thanks to an Accuair system, with a disc brake-equipped Mustang II IFS and a rear end located on a four-link and 185/70-15 wide whites mounted to artillery wheels; the rears are hidden behind those fender skirts. Solid hood sides up front and '37 Lincoln Zephyr taillights. Paint is by PPG. Under that one-piece hood top is an understated 350 small-block Chevy, in satin black, except for an Edelbrock four-barrel and OTB Gear air cleaner. The interior includes a white tuck'n'roll bench seat with black piping, banjo steering wheel, and Classic Instruments gauges. The windshield still opens with the crank in the center of the dash.



BILL EMRICH | SURPRISE, AZ | 1932 FORD COUPE

This '32 five-window, powered by a dual quad-fed 350 Chevy, has a Tremec five-speed behind it. A Currie Enterprises 9-inch is suspended on a transverse leaf spring under the rear, spinning Michelin-shod Wheel Vintiques steelies. These are matched by similar wheels up front, wrapped in Toyo rubber, on a dropped I-beam hung on hairpins and carrying Chevy discs. We like the no-nonsense all-black wheels, devoid of rings or caps. With Classic Instruments in the dash, and A/C cranked up, there's no better way to blast across the desert!



MARK WILSON | BAKERSFIELD, CA | 1963 FORD FAIRLANE WAGON

Mark Wilson went to look at this wagon for a friend, and ended up dragging it home for himself! It was sprayed in PPG green with a white roof, and PT Cruiser woodgrain vinyl was used inside the trim on the sides, with real wood employed inside and on the roof strips. A wood rim steering wheel bolts to the stock column, with a Lokar shifter connecting to the AOD trans. A carbureted 302 Ford is underhood, while 6 and 7x15 Salt Flats wheels keep it rolling. The wagon's a driver, and judging by the loaded interior, gets used to haul Mark's club gear to and from shows—in style!



TODD VAN BOEKEL | HERALD, CA | 1956 CHEVY 210 GASSER

Dubbed The Strip Teaser, owner/builder Todd has been swapping out parts for more period-authentic pieces since finishing it. We like the lightening holes in the rear bumper and grille surround, the inner front fenders, the diamond-pleated interior and cage padding, red 'flake paint, vintage Stewart-Warner gauges, and red plexiglass windows. Magnesium Americans with Goodyear rubber (available new as they're OEM early Corvette tires) wear Towel City retreaded slicks. A dual-quad and velocity stack-equipped 6/71 blower is bolted to a 396 big-block Chevy, sitting above a straight axle. Between the radiused rear fenders is a 9-inch rear end on leaf springs.

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Tub Thumping


Wider wheel housings for a '55 Chevy

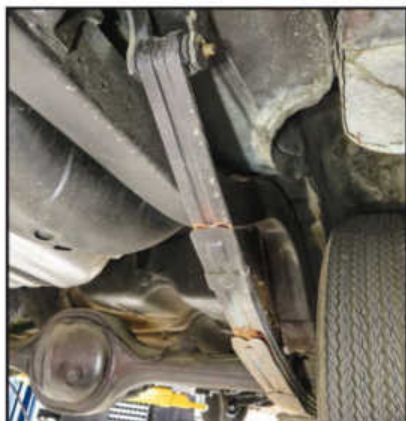
By Kev Elliott | Photography by the Author

Despite their size, many '50s vehicles have limited space for wider wheels, whether because of low wheel arches, making wide wheel removal difficult, strange chassis design (the '58 Chevy comes to mind here), or just not making use of the available space, with inner wheelhouses placed several inches outside the chassis rails (F-100 truck anyone?). However, we doubt designers 60-odd years ago imagined people would be fitting tires wider than 6 inches or so.

That's definitely not the case today, and if you want to fit wheels up to 13 inches wide on a Tri-Five Chevy, a combination of Classic Performance Products' leaf spring relocation kit and Real Deal Steel's wider wheel tubs will allow just that, offering

2-5/8 inches extra clearance on each side of the car. The Real Deal Steel wheelwell tubs replace the majority of the stock wheelhouses; modification must be made to the inner panel brace structure, the trunk floor, as well as the upper and lower

seat frames, as the tubs decrease the amount of space where the two seat halves mount. However, minimal trunk space is sacrificed. We followed along as the guys at CPP installed the new housings on Project '55 Revive prior to relocating the leaf springs. 



1. This shot of the stock leaf spring and wheelwell clearly shows how the springs mount outside the chassis rails.



2. The first order of business was to remove the original rearend and springs.

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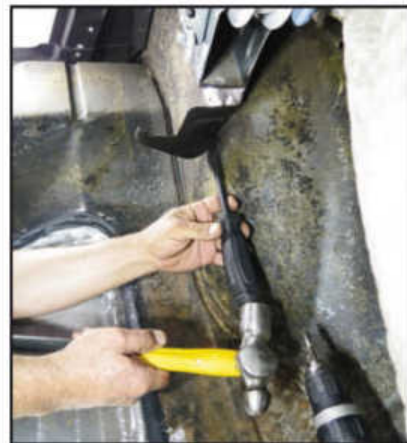
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3. Installing the new wider housings will increase the usable space by moving the inner wall of the wheelhousing flush with the frame.



4. The stock inner wheelhousing will be removed, but the tulip panel/trunk hinge brace must also be modified to accept the wider housings.



5. The spot-welds on the brace were drilled out at their lowest attachment points, a chisel used to free them. They can also be severed with a cut-off wheel directly above the spot-welds, the shortened brace welded onto the new housing once installed.



6. Using a light China marker, the outer edge of the frametail was transferred onto the sheetmetal above for a cutting reference point.

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7. The line was then taped and a series of 1/8-inch holes drilled to transfer the cut reference line to the inside of the wheelwell.



8. The new wheel housing was mocked in place ...



9. ... and the outer profile, toward the fender lip, was transferred onto the original wheelwell.



10. From there, a "rough" cut line was established, factoring in the added width of the new wheel housing minus the overlap.



11. The cuts were started with a cut-off wheel ...

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12. ... then switching to a Sawzall.



13. The same process was repeated on a line marked between the previously drilled holes on the trunk floor.



14. In the rear seat brace area an air saw was used, owing to restricted access.

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15. The original inner wheelwell was then removed in one piece.



16. Since the opening was cut undersize, the wider wheel housing was mocked in place to determine further trimming.



17. The seat brace area was relieved to better match the curvature of the new panel ...



18. ... then dressed with a small air grinder.



19. Once happy with the fit of the new panel, it was temporarily attached through the overlap using Cleco fasteners.



20. This process was repeated over the length of the new panel.



21. With the surrounding sheetmetal prepped, the housing was tack-welded in place. Its black coating is a weld-through primer.




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22. Tack welds at regular intervals would later be seam welded.



23. The lower edge of the new housing was shaped to match the contour of the framerail, then deburred.



24. The trunk hinge brace, shown cut at the old spot-weld points, was recontoured to fit the shape of the new panel before being welded in place.



25. Once the panel was finish welded all round and the Cleco holes welded shut, Eastwood seam sealer was applied over the joints. The masking tape makes for neat edges to the sealer once it is brushed on.



26. With all seams sealed and the surrounding sheetmetal prepped, the inside of the trunk was ready for paint.



27. Eastwood Rust Encapsulator was used; the regular product used inside, and the rubberized version used on the underside, as it acts as an undercoating.



28. The Rust Encapsulator was applied to the wheelwells, floor, and inner quarter-panels.



29. Hushmat was then installed on all trunk surfaces, as well as the underside of the trunklid itself.



30. Lastly, the seat base and back frame structures need slight modification in order to fit the contours of the widened wheelwells.

31. The seat mods can be done, if care is taken, without having to completely remove the upholstery and padding.





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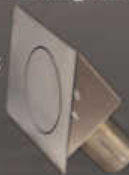
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'55-'57 Chevy spare tirewell filler panel

♦ There are a few reasons why you might want to remove the spare tirewell from the trunk floor of your vehicle—clearance for a fuel tank or exhaust, improved access to a rearend, the fact you don't carry a spare or it's too wide for the well, or even so a polished or detailed IRS can be seen—but the number one reason has to be because it has rusted out.

Whatever your reason, its removal is a simple job, requiring little more than a spot-weld removal drill, a wire brush, and a MIG welder, plus some way to trim a sheet of steel to shape, whether it be a brake or tinsnips. A simple Saturday morning task, follow along as the spare tirewell on CPP's project '55 Revive is eliminated. One word of caution though, if you tackle such a job, be aware of where the fuel tank filler and especially the breather are located, as well as the tank itself. Welding on the trunk floor may require the removal of the tank first. 



While this spare tirewell is in good shape, this is a common water trap, and therefore is rust prone. It's not unusual to see the entire bottom of the well missing. The perimeter was cleaned with a wire brush to reveal the welds.

This bracket locates the spare tire-retaining strap. Its spot welds were drilled out along with those around the perimeter of the well.



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Once all the spot welds were drilled out, the wheelwell was removed.



This simple, 18-gauge filler panel was cut to size and bent to shape at its forward edge, then checked for fit one final time.



The flange where the new panel will be welded was thoroughly cleaned prior to its installation.



Rather than drill and plug weld the filler panel, as it sits in a stepped flange, it was simply tack-welded around the edge.

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The panel tack-welded in place. It was further welded in short sections between the tacks.



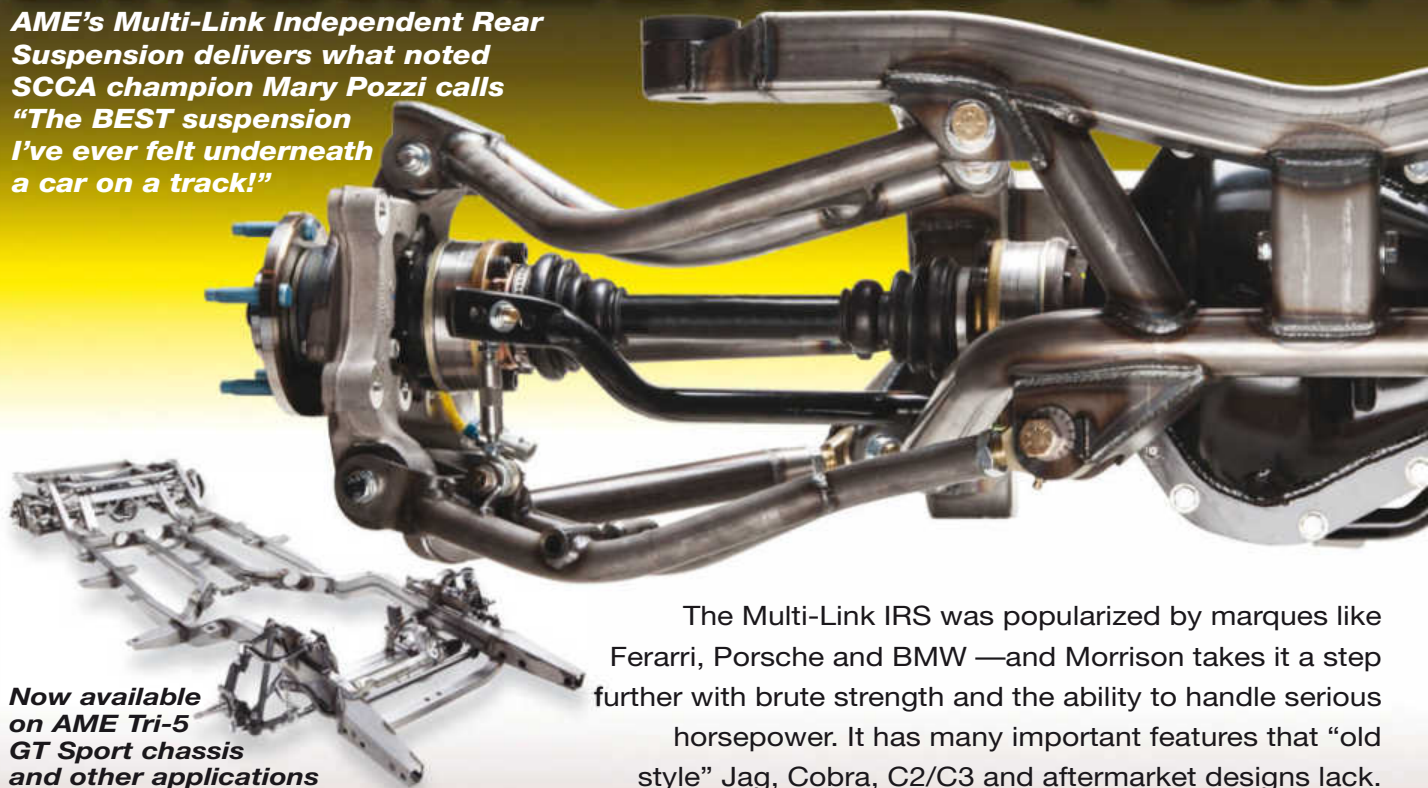
The edge was also welded on the underside in sections.



Prior to finishing, the welds were dressed with an air grinder.

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Eastwood high solid seam sealer was used to seal the perimeter. Note the short sections of weld rather than just tacks. The sealer will prevent moisture and rust in the joint.



The underside was also sealed. Masking tape is used so that once the sealer is smoothed, rather than left as a bead, it will have a neat uniform edge.



The finished filler panel, with a neatly sealed joint, ready for final finishing.

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What's more, the AME Multi-Link IRS is also ideally suited for the street. Benefits include the ability to maintain stable corner load situations, establish functionally independent camber and toe curves, and enjoy a quieter ride with reduced noise, vibration and harshness.

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BARE BONES

feature

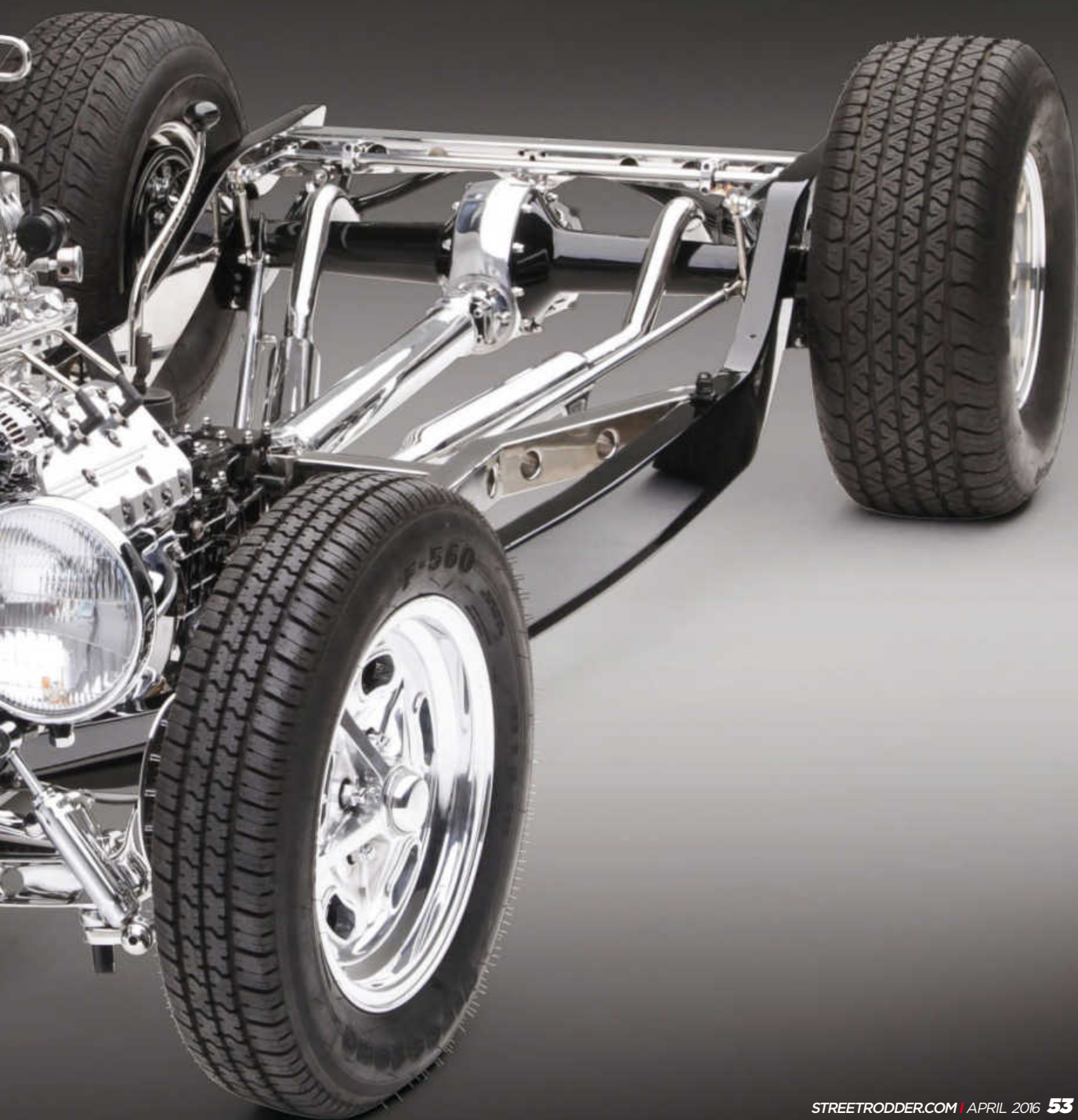
'32 Ford Hot Rod Rolling Chassis

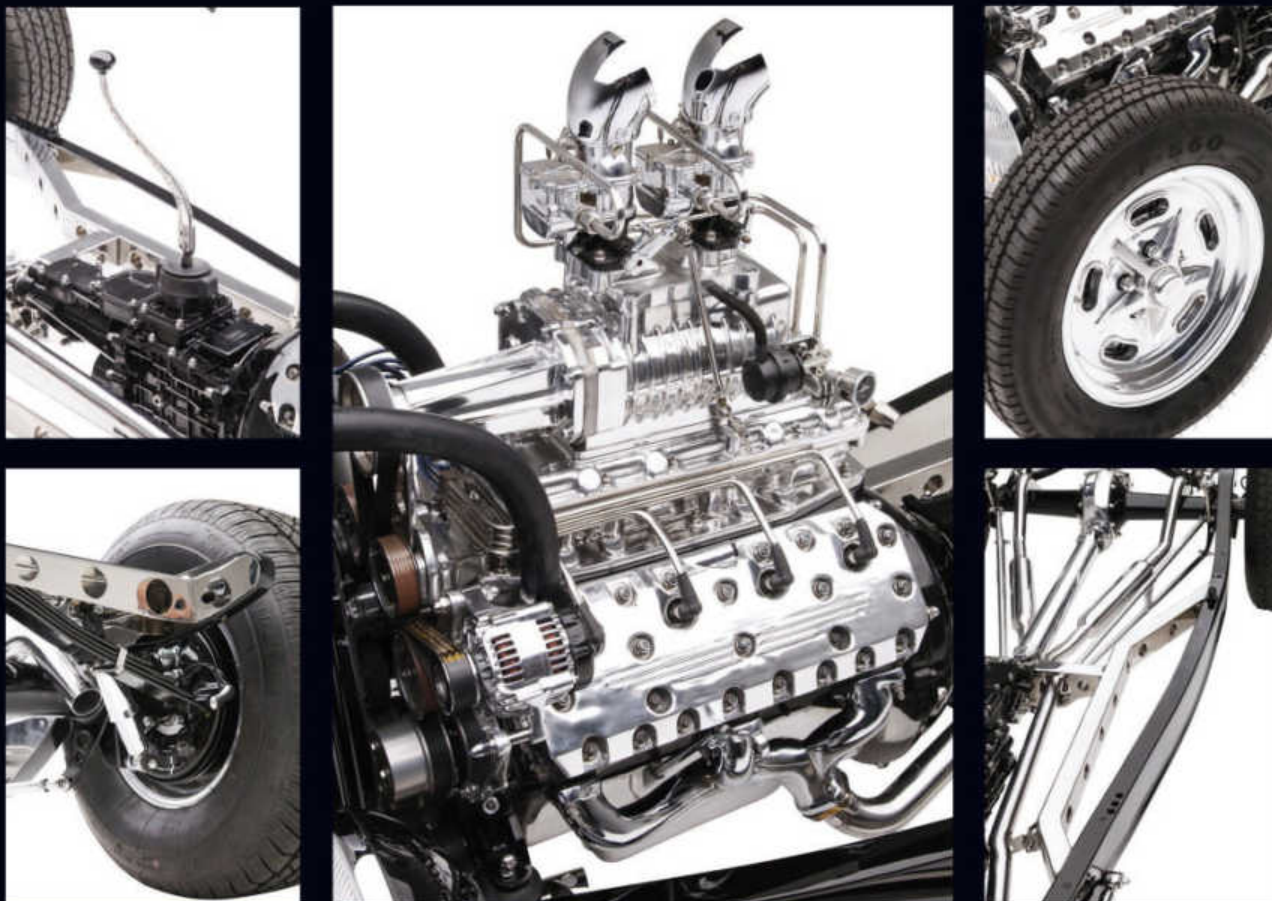
By KEV ELLIOTT Photography by JORGE NUNEZ

It's not often we get the chance to show you detailed pictures of a finished, painted, polished, and plated chassis, but the underpinnings of a hot rod are often a thing of beauty in themselves, and are forever hidden once the body goes on, so when we had the chance to shoot Ken Thurm's '32 chassis, we jumped at it.

We know the car builders out there appreciate seeing the work that goes into the mechanical aspects of a build—how the exhaust is routed or the trans is mounted, how a builder gets around packaging problems, crossmember designs, and so on—so they should enjoy this look at a chassis before the body is mounted.







BARE BONES

We'll not give too much away about the body style or the finished car in general, or indeed the blown Flathead, as we'll be bringing you the completed project shortly, but the chassis deserved some closer scrutiny. Ken's father fabricated stainless steel sinks for hospitals for most of his life, so as a tribute to him all the crossmembers, boxing plates, and K-member are stainless. The electrical, hydraulic, and fuel lines

are also all either stainless or hidden inside stainless tubing, run inside the framerails for protection. Starting with ASC rails, the front was kicked up 3 inches and the rear 4 inches to get the ride height as low as possible. The spring and shocks front and rear came from Reid's Rod Shop, while a N.O.S. Halibrand quick-change and Hot Rod Works axles inside early Ford bells make up the rearend.

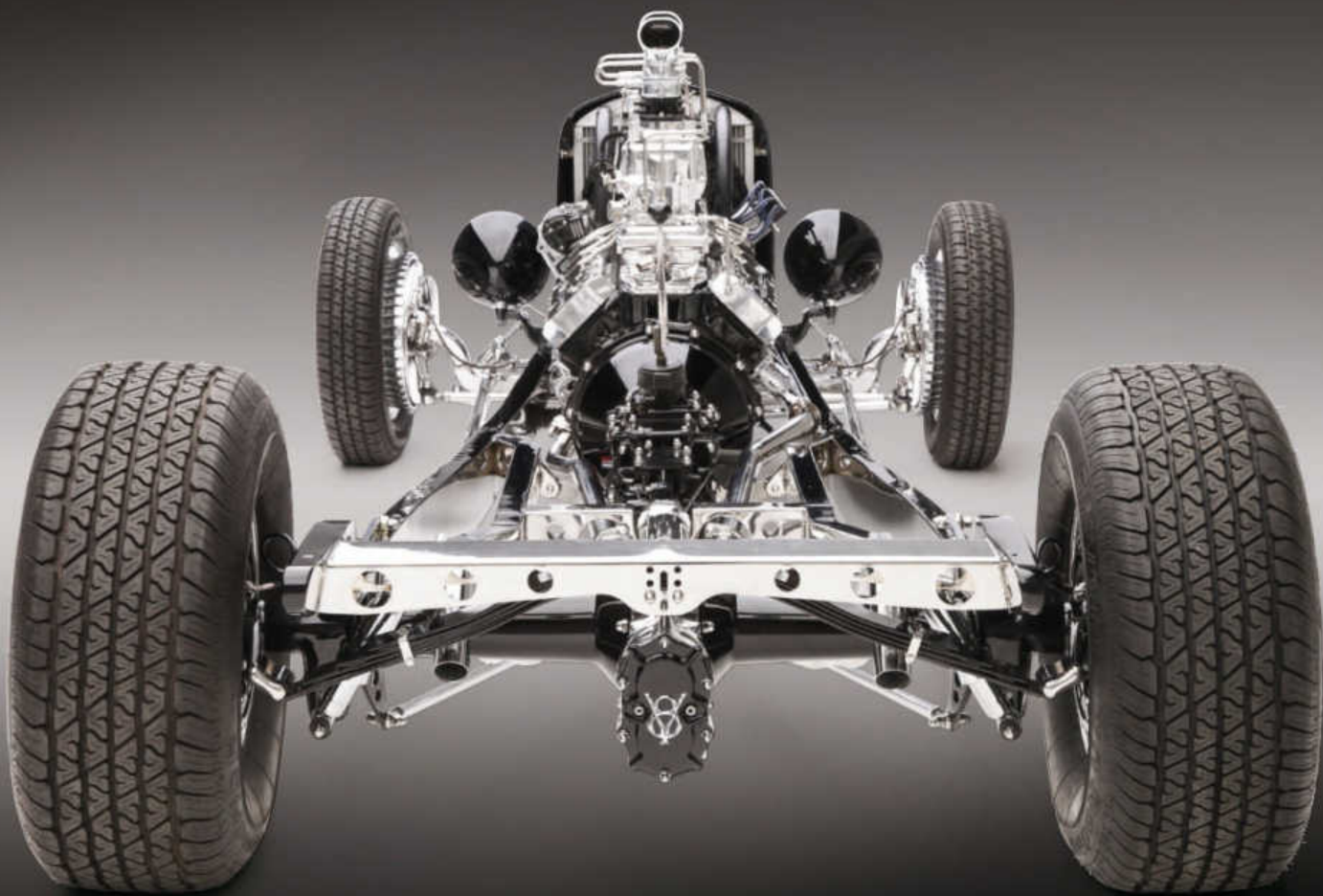




BARE BONES

That Moon tank in front of the grille is no fake, but is used to fill the larger tank behind the seat. An Aeromotive pump transfers fuel from small to large tank, with a solenoid-operated return line letting Ken know when the main tank is full. It won't have escaped your notice that everything on the chassis is black, polished aluminum, or polished stainless steel. The radiator is

a Matson's product, the alternator came from a Toyota forklift, those trick heads are Wilson & Woods, the driveshaft by Inland Empire Driveline, while Superior Polishing in Anaheim was responsible for the shine on all the stainless in the frame. Given the detail and quality of the rolling chassis, we're as keen as you to see the completed Deuce. **SR**





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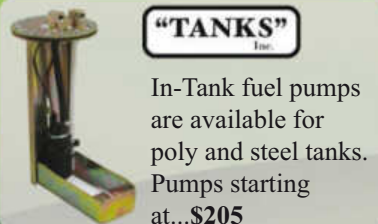
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X Marks the Spot

Custom Exhaust Done at Home


By Eric Geisert | Photography by the Author

One of the many facets of building a hot rod at home is the creation of an exhaust system. Though header design and fab'ing might be best left to professionals (the meticulous work and time required to make a great set of headers may be cost-prohibitive to the home builder), the rest of the system can be assembled and finished by someone with decent welding skills, a basic selection of tools, and the right parts.

Gathering the right parts becomes easier with an introduction to Patriot Exhaust Products. One of the brands under the PerTronix Performance Products banner (the folks who make Ignitor electronic ignition parts and Flame-Thrower distributors), Patriot was brought into the PerTronix family in 2000, which expanded further with the acquisitions of Doug's Headers in 2005, JBA Performance Exhaust in 2008, as well as the vintage Smithy's Mufflers line.

Besides selling three types of mandrel-bent J- and U-bend tubing (1010 mild steel, aluminized, and stainless steel) to the homebuilder, Patriot also has gaskets, flanges, tips, mufflers, and more. For this project, a Patriot VaraFlow muffler was used, which features a small DC servo motor mounted to the side of the muffler that operates a butterfly inside. This not only changes the exhaust note (to the driver's liking), but also gets rid of the droning exhaust noise that sometimes occurs at certain rpm.

Another way to help rid the exhaust system of an irritating drone is the addition of an X-pipe, which directs the exhaust in two different routes. The benefit of having the exhaust

pulses interrupted by crossing over into another pipe before the muffler is an increase in low-rpm power. A custom X-pipe was fab'd for this ride using parts from Patriot, and it is something that a home builder could do himself, along with the rest of the exhaust system, so follow along and see how it was done. 



1. The headers used on this project are the H8482-1 Patriot metallic ceramic-coated Tight Tuck headers for the 260-351W Ford motor.

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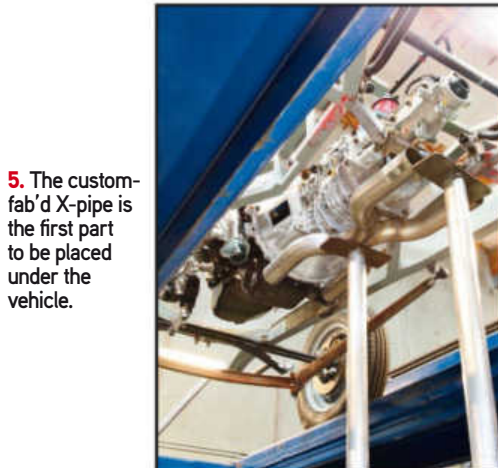
2. This is the space we have to work with: a '32 chassis from Speedway Motors, with an X-member made from rectangular tubing.



3. Patriot offers several shapes of pre-bent exhaust tubing, including these curved sections that can be cut apart and used accordingly.



4. Those cut sections of tubing are made into this: a crossover section that allows the pulses of exhaust coming from the engine to flow into the other exhaust route.



5. The custom-fab'd X-pipe is the first part to be placed under the vehicle.



6. Patriot's Don Lindfors checks the fitment of the exhaust tubing, done with a heavy amount of eye-balling in order to line up the bends so smaller sections can be pieced together and made into longer ones.



7. Once the pieces are where Lindfors wants them, Kurt Hilsen (Patriot's exhaust technician) does the no-look-tack with his Miller MIG welder.



8. Each small piece begins like this: The parts are marked with a Sharpie pen to help align them, and then they are pulled out and put on the workbench for welding.



9. After the parts have been tacked and rechecked for fitment, the section goes back on the workbench for final TIG welding.



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10. With the exhaust beginning to take shape, Lindfors measures the outlets along the way to ensure they are level to one another.

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11. The process of fit-and-tack is again followed by more TIG welding.



12. To hide the servomotor that is part of the Patriot H3200 VaraFlow muffler, each muffler is mounted so the motors face the driveshaft.



13-14 (above right). There is a small DC motor that regulates the flow of exhaust according to how much the driver desires by controlling a butterfly inside.



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15-16. The exit side of the muffler has a slip fit for the rest of the tubing and is secured with stainless steel clamps that are supplied by Patriot.





17. Progress is made up to the point of getting the exhaust over the rearend. You don't want to mount it underneath for two reasons: One, if you would ever need to pull the rearend, you'd have to pull the exhaust first, and two, it just looks ugly with exhaust running beneath the rearend.



18. A 90-degree and U-bend are fitted together to make the over-axle section of pipe.



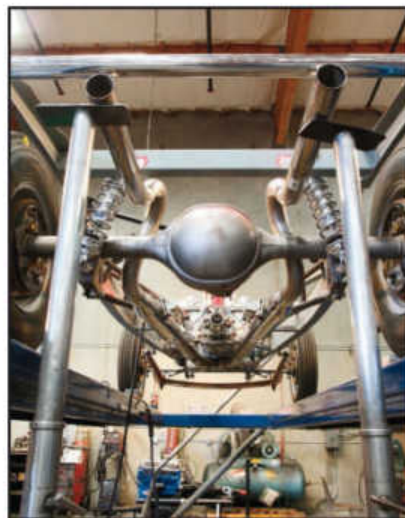
19. Lindfors figures where the exhaust pipe will run and marks the over axle piece where it needs to be cut.



20. In order to keep the tailpipe tucked up close to the underside of the truck bed, custom angles needed to be made in both pieces to correctly route the pipe.



21. It's too hard to figure where to cut the tailpipes off at the end without the bed in place, so Lindfors left them a little long until their final length can be determined.



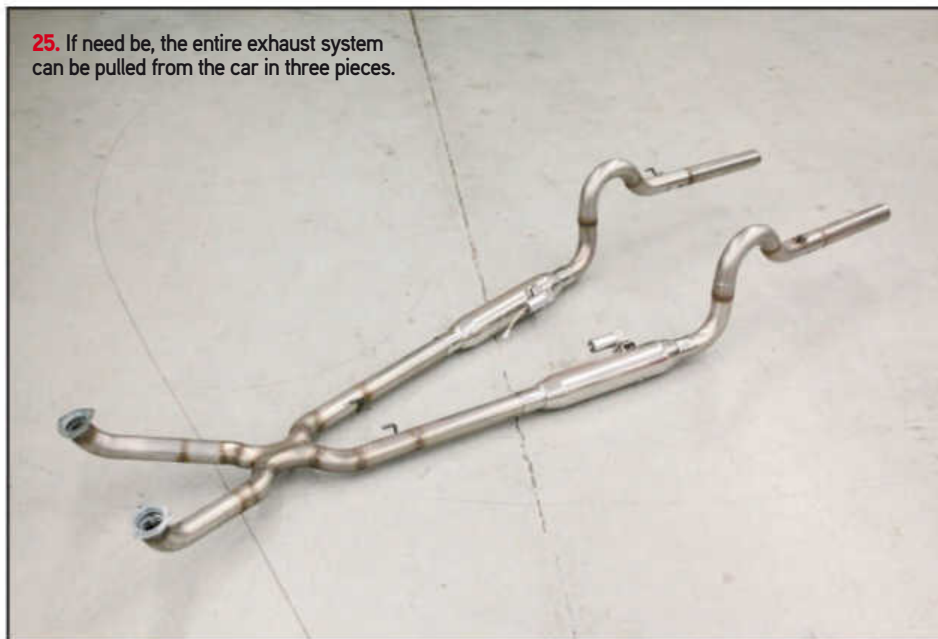
22. The complete system is tacked together, so now everything can be fully welded.



23-24. To hang the exhaust tubing from two spots on the chassis (behind the trans and near the rear crossmember), these hangers from Hot Rods by Dean (PN HR-1005) use high-temp Teflon bushings and allow the exhaust to move back and forth (with heat expansion) but not side-to-side.



25. If need be, the entire exhaust system can be pulled from the car in three pieces.



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feature

Cornell Haskin's Seductive '56 Chevy Makes a Lasting Impression

By **CHUCK VRANAS** | Photography by **THE AUTHOR**

Nothing says living the American dream better than seeing roads unfold before you through the windows of a classic Chevy. For a young Cornell Haskins of District Heights, Maryland, his introduction into the automotive world came from the back seat of his dad's '58 and uncle's '57 Chevys. From drive-ins to doughnut shops and even trips to the supermarket, all his formative years were Bow Ties.

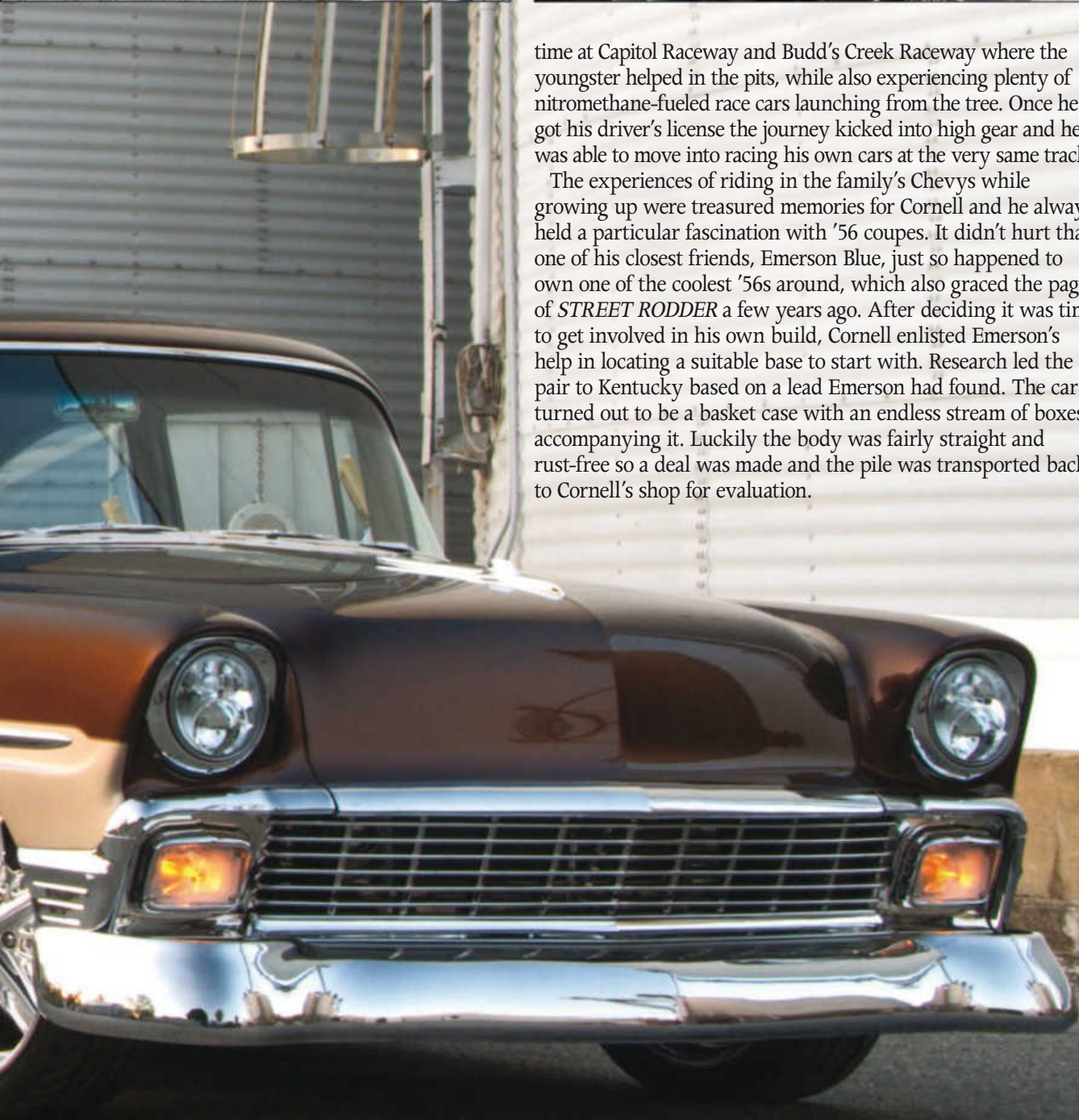
As the years passed, it was Cornell's godfather, James Ford, who gets the credit as a major influence in getting him involved with hop-ups on a regular basis. Since he was heavily involved in drag racing the pair spent plenty of





time at Capitol Raceway and Budd's Creek Raceway where the youngster helped in the pits, while also experiencing plenty of nitromethane-fueled race cars launching from the tree. Once he got his driver's license the journey kicked into high gear and he was able to move into racing his own cars at the very same track.

The experiences of riding in the family's Chevys while growing up were treasured memories for Cornell and he always held a particular fascination with '56 coupes. It didn't hurt that one of his closest friends, Emerson Blue, just so happened to own one of the coolest '56s around, which also graced the pages of *STREET RODDER* a few years ago. After deciding it was time to get involved in his own build, Cornell enlisted Emerson's help in locating a suitable base to start with. Research led the pair to Kentucky based on a lead Emerson had found. The car turned out to be a basket case with an endless stream of boxes accompanying it. Luckily the body was fairly straight and rust-free so a deal was made and the pile was transported back to Cornell's shop for evaluation.






SONORA SUNSET

Having met Larry Stewart of One Off Rod & Custom in Middletown, Delaware, during the build of Emerson's car there was no doubt in his mind that he would have Larry and his staff take on the build. The pair shared the same vision for what the car should be and without wasting any time the project started. Wanting the car to handle like a slot car the stock chassis was jettisoned and a call was placed to Art Morrison for one of their cutting-edge GT Sport chassis constructed from 2x4-inch mandrel-bent rectangular steel tubing. To plant the power out back a Ford 9-inch rear was packed with 3.73:1 gears and suspended in place by a triangulated four-bar combined with Strange Engineering adjustable coilover shocks and sway bar. Carving the corners will be effortless thanks to Art Morrison's exclusive IFS incorporating their tubular steel control arms deftly matched to Strange Engineering adjustable coilover shocks and 1-inch-diameter sway bar. When you need to slow the speed a Wilwood Engineering dual bowl power master pushes fluid through stainless lines to matching 12-inch drilled and slotted rotors with four-piston calipers. Anchoring the chassis to the street in style, a set of Foose 18- and 20-inch Knight-model wheels were shod with Goodyear Eagle GT low-profile skins.

If you're designing a car with ultimate handling it's a given you better be able to back it up with plenty of horsepower. To handle the task Cornell selected a fresh Chevrolet Performance 502ci HO big-block crate V-8 rated at 450 hp right out of the box. For plenty of power the engine is packed with all the right goods, including a forged steel crank linked to matching shot-peened rods wearing forged aluminum pistons getting a bump from a hydraulic roller cam. Rectangular-port iron cylinder heads make plenty of power while an Edelbrock Performer intake cradles an Edelbrock 750-cfm carb to move the fuel. A Mallory Unilite ignition lights the fire while spent gases blow through headers to a custom 2-1/2-inch exhaust with Flowmaster Super 40-series mufflers setting the tone. To move the goods rearward a GM 700-R4 trans, warmed over by Deltrans of Newark, Delaware, meets a custom driveshaft.

Once the body was blasted clean the team at One Off got busy both with custom updates and repairs. In starting they replaced the floors and trunk pan while finessing the sheetmetal to perfection. To add detail they continued by rolling the drip rails, adding '67 Jaguar door handles, reworking the hood to accept a '56 Chevy fender bird, and

fabricated one-piece bumpers. For even more allure the trunklid was updated with a '62 Impala trunk emblem with key mount, recessed firewall, Studebaker Avanti side mirrors, Harley-Davidson headlights, and Billet Specialties hood hinges. With the metalwork complete the team then made the body razor sharp and doused it in a dramatic combination of PPG Sunset Bronze and Sonora Gold, bringing Cornell's vision to life.

It was important to give the car just as much attention to detail inside as outside. Getting started the team designed a custom dash with a center pod to house Dakota Digital VHX-series gauges, complemented by a flowing center console featuring a modified Jaguar XJS shifter. Steering moves through a custom wheel while cool breezes are from Vintage Air and tunes rumble, thanks to JL Audio installed by Car Trendz of Alexandria, Virginia. To bring the business office and trunk to life Paul Atkins Interiors of Hanceville, Alabama, worked his magic with yards of taupe leather and complementing carpet, adding just the right amount of glamour. The completed car generates plenty of power, combined with amazing handling and numerous subtle details, making it a true standout in any crowd. 

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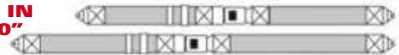


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♦This is the new Millermatic 211 MIG welder. It can weld steel up to 3/8-inch thick in one pass, and it's easy to transport.

The Ultimate Home Workshop

The Millermatic 211 is ideal for the home hobbyist

By Ron Covell | Photography by the Author

♦Miller has been building some of the world's best welding machines for many years, and they work hard to stay at the top of the pack by making periodic updates to their machines. I recently got the new Millermatic 211 machine, which incorporates several upgrades from the model it replaces.

This is a great machine in a very small package, and it's ideally suited to home builders of cars and trucks, as well as small shops where portability is a requirement. It incorporates inverter technology, which packs a punch in a compact package that weighs only 38 pounds. Not only is it easier to move, the duty cycle has been increased over previous models, allowing it to weld longer between cooling cycles. It can weld steel from 24-gauge up to 3/8-inch thickness in a single pass, and with the optional spool gun, it can even weld aluminum up to 3/8-inch thick. It has the highest output of any welder in its class.

Miller is aware of the needs of home builders and light industrial fabricators, and has included a host of user-friendly features in this machine. The first thing you may notice is that the power cord has two interchangeable plugs; one for a 120V outlet, and one for a 240V. No tools are needed to swap this "MVP" and it allows you to weld in many remote locations ... a very handy feature.

Miller pioneered the "Auto-Set" feature, making it easy for even novice welders to get the voltage and wire-feed settings adjusted with ease. When using the Auto-Set feature, you set one dial for the thickness of the metal you're welding, and the other for the size of welding wire you're using. That's all that's required to get up and running, and the default setting works very well for most situations. The Millermatic 211 improves on this system, now called "Advanced Auto-Set" by adding a third dial to fine-tune the arc for flux-cored wire, stainless steel, mild steel with C-25 gas, mild steel with C-100 gas, and welding aluminum with the spool gun. While the default settings work well, you can dial in the voltage and wire-feed manually if you prefer. The machine has a fast-reacting arc that's very forgiving for variations in travel speed and arc length.

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♦The machine can work with several wire sizes: 0.023, 0.030, 0.035, and flux-core. This clever "Quick Select" drive roll handles three sizes.



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♦It's easy to load a spool of wire into the machine. The tension arm is released, the wire is inserted through the guide, over the drive roll, and into the cable liner.



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♦The first setting is the process control. This can be set for welding steel with C25 gas, with C100 gas, for welding stainless steel, for using flux-core wire, and for using the spool gun for aluminum.

The compact case has three handles. One is centered, for moving with one hand, and there is one at each end, making it easier to lift the machine with two hands. I've never used a MIG welder with this much power, which was so easy to move.

Inside the case you'll see an angled all-metal wire drive, which feeds the wire into the gun cable more smoothly than the older straight-out designs. There is room for a small, 4-inch-diameter spool of wire, or for a large 8-inch spool. It has a "Quick Select" drive roll with three grooves, one for 0.030/0.035 flux cored wire, one for 0.030/0.035 solid wire and one for 0.023 solid wire, which I prefer for thin sheetmetal.

It also has "Fan-On-Demand," so the cooling fan only comes on when required. This keeps the machine very quiet most of the time, helping to make your working space more comfortable.


♦Last, the tension arm is clamped, the machine is run to feed the wire up to the gun, the contact tip is inserted, and you're ready to make the settings on the front panel.



♦Next you set the wire speed. The machine has an easy-to-use "Advanced Auto-Set" feature, where you simply select the size of welding wire you're using.

I put this little machine through its paces, trying it on sheetmetal, steel plate, thin-walled round tubing, and thin and heavy-wall rectangular tubing. I used C-25 gas, and it worked flawlessly, making strong, good-looking welds with almost no spatter. The arc starts are fast and crisp, and it's easy to maneuver the machine wherever it's needed.

The most challenging test I did was welding a patch panel into the rear fender of a '52 Ford F-1, which had large rust perforations. You'll see photos of this entire process, and I believe this is the sort of work that many of our readers will use a MIG welder for. The machine worked great, and you can see that it can make a repair that is virtually invisible, if the fitting, welding, and sanding are done with care.

If you're in the market for a small but powerful MIG welder, take a close look at the new Millermatic 211. It could be the perfect machine you. 

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♦ Last, the voltage is set. If you're using the Auto Set feature, you just dial in the thickness of the metal being welded. It's super easy, even for novice welders.



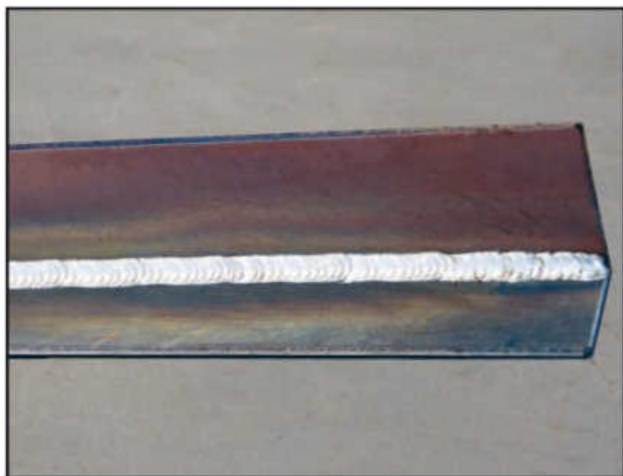
♦ You can set the parameters manually if you prefer, and there is a comprehensive chart inside the machine cover that gives you the recommended settings.



♦ I'm welding some rectangular tubing together here. The arc starts are fast and crisp, and the arc is very stable and tolerant of changing arc length.



♦ Here's a close-up of the tubing joint. Note that there is very little spatter.



♦ This is a close-up of a filled weld on 1/8-inch-thick steel plate. Note the uniformity of the weld bead, and how the edges of the weld flow smoothly into the base metal.



♦ Here's a real-world example of a job; this machine is ideal for repairing rust damage on a truck fender.



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♦ I've cleaned the base metal, and shaped a patch panel from 18-gauge cold rolled steel sheet.



♦ The damaged metal is trimmed away and the patch panel is clamped into place. I'm making tack welds about 1/2-inch apart.



♦ When the tacks are completed, I start welding the areas between the tacks, allowing the metal to cool between each pass to minimize distortion.



♦ When the weld is complete, the weld bead can be sanded flat. Some hammer and dolly work may be required to raise any low spots.



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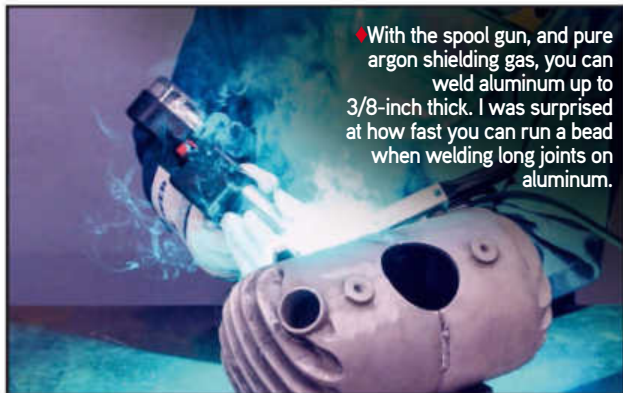
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♦And here's the finished repair; very fast and easy.



♦The Millermatic 211 can also be used to MIG-weld aluminum, using an optional spool gun like this.



♦With the spool gun, and pure argon shielding gas, you can weld aluminum up to 3/8-inch thick. I was surprised at how fast you can run a bead when welding long joints on aluminum.



♦The welder weighs only 38 pounds, so it's extremely easy to move. It's ideal for home builders, and shop owners who need a powerful, portable MIG welding machine.

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BUILT AROUND THE FLATHEAD

This '32 Ford coupe was created to give the engine a place to play

By MICHAEL YOUNG & TIM BERNSAU | Photography by BUTCH PATE

As the saying goes, the cobbler's children never have new shoes. In this case, the street rodder had no ride. Michael Young has been a hot rodder his whole life and a professional hot rod builder his whole adult life. Like many people with his job, building cars for others makes it hard to get time to build one for himself. When Michael sold his '32 Ford highboy cabriolet, he planned to turn around and build another car for himself. And he did—but it took him almost 20 years.

The project started when Michael read an article about Mark Kirby, who was building Flatheads at Motor City Speed Equipment in Michigan. Michael called Mark and agreed to trade him a custom '32 chassis for Motor City Flathead engine.





BUILT AROUND THE FLATHEAD

When Michael got the engine back to his shop, it stayed on its stand. Just like the cobbler's shoes, no car was being built for the Flathead. After Street Rods by Michael relocated to its current location in Shelbyville, Tennessee, the engine found a spot of honor in Michael's office, but not in a hot rod.

Eventually, Michael and his youngest son, John, who worked at SRBM, built a great-looking chassis for the Flathead, complete with wide white tires—skinnies in front, slicks in the back. When someone offered to buy the engine and chassis combination, Michael sold the chassis and kept the Flathead. He built another chassis for the Flathead and even added a reproduction three-window coupe body. Same story; someone showed up with money in their pocket. They sold the chassis and body and kept the flattie. A few years passed and Michael asked John if he would help him build one more

chassis for the Flathead. John was no longer working for the shop, but agreed to help—on one condition: no selling it this time.

They built the 'rails from 18-gauge steel, with a bobbed rear and C-notched front, and pinched the front 5/8-inch. Pete & Jake's provided a lot of the components, including a Super Bell drilled I-beam axle with filled

ends, front spindles, hairpins, Alum-I-Rod shocks, antiroll bar, Panhard bar, steering box, and pedal assembly. For the rear, P&J supplied ladder bars, shocks, plus Posies transverse leaf springs. The rearend is a Ford 9-inch with 3.70 gears and a round-back housing from John's Industries; they also included a set of their new Buick-style drum brakes for the rear. Front brakes are SO-CAL's concealed discs in a finned housing.

With the chassis set up, Michael was ready to move the Motor City Flathead engine out of his office for good. Did we mention that the engine is crowned with a B&M supercharger? Topping the blower is a Holley 600-cfm carburetor and an O'Brien Truckers air scoop. The engine is dressed up with an OTB Gear finned fuel filter, oil breather cap, and oil filter. Sanderson Limefire lakes-style headers with built-in baffles are the perfect look for the car. A Tremec five-speed that Michael



WHEN MICHAEL SOLD HIS '32 FORD HIGHBOY CABRIOLET, HE PLANNED TO TURN AROUND AND BUILD ANOTHER CAR FOR HIMSELF. AND HE DID—BUT IT TOOK HIM ALMOST 20 YEARS.





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BUILT AROUND THE FLATHEAD

says he had just laying around was installed behind the Flathead.

Another item that Michael had was a reproduction '32 Ford three-window coupe. The Redneck Street Rods body, channeled 4 inches over the frame, features a 3-1/2-inch chop and exposed hinges. Street Rods by Michael made a few more mods to the fiberglass coupe. The Rootlieb hood was cut for the scoop, and a Vintique Inc. insert was used with a Brookville grille. Instead of shortening the grille shell, Michael requested a shortened flat-bottom radiator from Walker.

This allowed him to notch the grille shell a little higher, keeping it full length, but lower. A Moon tank is mounted on the front spreader bar. Scott Huskey in the SRBM body shop fabricated the rear roll pan. The cups for the OTB Gear headlights were welded to the shortened Pete & Jake's shock mounts. Michael modified the RodWorx '37 Ford LED taillights by replacing the LED lenses with Zephyr-style lenses from LimeWorks, and building mounting brackets contoured to the body. PPG's satin Hot Rod Black paint was shot by Scott Huskey.

Several sets of wheels were on and off the coupe before Michael settled on Rocket Racing Wheels' front Launcher wheels and rear injectors, which add to the coupe's vintage drag race appearance. Firestone 600-15 tractor-style tires wrap the 15x4.5 10-spokes, and 820-15 Firestone Dirt Track tires cover the 15x8 rear five-spokes.

Gauges were another challenge; Michael looked at several different sets from Classic Instruments before choosing the Moal Bomber Series gauges and bezels. As a pilot, he is a fan of airplane décor, and decided to finish the entire interior with aluminum and copper panels with hundreds of rivets on the dash and underdash, door panels, and trans tunnel. A local laser cutter provided the custom V-8 door emblems, and the symbol is repeated on the shifter knob and steering wheel. The Juliano's '40 Ford wheel goes perfectly with the ididit '40-style



column. The shifter tube and Midnight Series Lakester pedals are from Lokar.

Fitting a 6-foot-4 240-pound hot rodder into a chopped and channeled hot rod was one more challenge. GTS Classics Hot Rod Zeppelin seats (inspired by genuine Zeppelin seats



from the '30s) are mounted close to the floor to solve that problem. The textured buckskin leather upholstery was done at SRBM.

The coupe's finishing touches were applied by 'striper and graphics artist Gary Mizer from Murfreesboro, Tennessee. Other than requesting

the door numbers (his birthdate) and his nickname "Thumper" (he's a drummer) on the upper door, Michael gave Gary free reign and was very happy with the results.

The coupe was finished after a long wait, a lot of work, and the support of many people—including



Brian Downard, Jerry Slover, John Melchiori, and others. Michael especially thanks his wife, Rose, for not selling the Flathead over the years. At long last, the cobbler has his shoes, the Motor City Flathead has a home, and the hot rodder has his extraordinary hot rod. **SR**





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◆Elegance Auto Interiors and Hollywood Hot Rods created this modern, traditional, sporty, comfy interior for the 2015 Road Tour car.

PHOTO BY ERIC GIESERT



Superior Interior

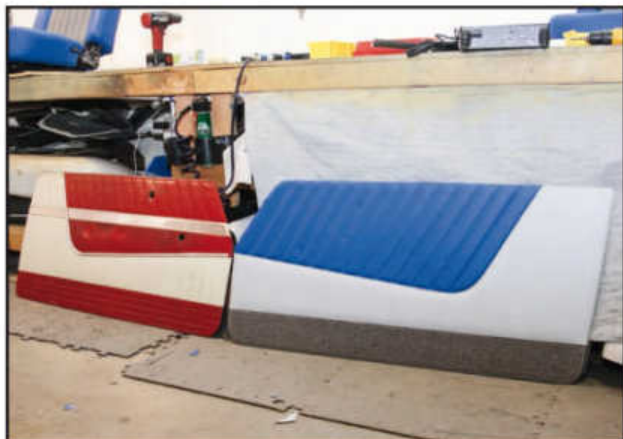
Part Two: Finishing the Inside of the Road Tour '61 Ford Sunliner

By Tim Bernsau | Photography by the Author

◆**STREET RODDER's Road Tour '61 Ford Sunliner** has completed its half-year, eight-leg, cross-country journey and is a success on every level. It looks great, it runs great, and—most importantly—it is fun. One of the most important factors in creating a fun car is a good-looking, comfortable, and practical interior. Hollywood Hot Rods, Elegance Auto Interiors, and The Art Of Sound teamed up to guarantee that our Sunliner succeeded in every category. In *Superior Interior: Part One* (Mar. '16 issue), we highlighted the Dyanamat insulation installation, and building and installing the Scat Enterprises seats. This time, we finish the Sunliner interior with carpet, panels, console, glovebox, A/C, and audio.

Panels

Elegance Auto Interiors followed Hollywood Hot Rods' lead by blending the Sunliner's new technology with familiar style.



◆New door panels built by Elegance Auto Interiors keep the classic look of the ones built by Ford 55 years ago.

When reupholstering the door panels, Mark Lopez and the Elegance fabricators came up with a design inspired by the factory look, but modified enough to make it unique.

Carpet

In Part One of this story, we covered the installation of the Dynamat insulation. Laying the carpet is the final step in that process. In addition to improving the looks of the interior, carpet adds one more layer of sound and heat insulation. Color and material is a personal choice. Lopez and the team at



◆Blue textured vinyl and a strip of gray carpet material were cemented to the panel.

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TECH

Elegance Auto Interiors made the choice based on practicality and appearance. The color complements the upholstery and also brightens the large interior. Sturdy loop carpeting ensures that our Road Tour car will stay looking good, even through heavy use.

Console

The installation of the Procar bucket seats from Scat Enterprises allowed for the creation of a custom center console. In addition to serving as a visual element to fill the area between the seats, the console covers the Lokar shifter, and allows for the installation of a couple of cup holders and a storage compartment. For Road Tour leader Jerry Dixey, who spends weeks at a time in our Road Tour cars, such amenities go a long way to increasing cruising comfort.


Air Conditioning

Air conditioning has become essential for comfortable cruising—especially the kind done on the Road Tour. Vintage Air designs and manufactures systems for practically every type of street rod and classic vehicles. On full-sized cruisers, the Vintage Air Gen IV Magnum system provides sufficient capacity to keep every corner of our Sunliner interior filled with cool air. The evaporator has large air outlets and electronic servo stepper motors to allow a range of adjustment. The Sunliner was also outfitted with Vintage Air's distinctive louvers and control panel.

Sound System

In 1961 Sunliner drivers would be enjoying AM radio through a single speaker. To take advantage of modern technology while keeping the Sunliner's early '60s look, we contacted Custom Autosound for a system that would appeal to our eyes as well as our ears. They provided the Sunliner with a head unit designed with retro styling, as well as speakers and amps to provide whatever type of soundtrack Jerry is in the mood for.

Glovebox

The glove compartment is another area of practicality and convenience for a driven car. Hollywood Hot Rods resisted sacrificing that space for air conditioning or the sound system. For the shop that had reshaped the Sunliner body, creating a custom sheetmetal glovebox was a quick and easy exercise. 



♦ A second angled piece of wood was covered with vinyl and positioned in place.



♦ The doors look great with the factory door handles, window cranks, and replacement armrests installed.



♦ Lila the shop carpet tester at Elegance approves of the carpet selection for the Road Tour car.



♦ Mark Lopez at Elegance added a layer of padding between the Dynaliner and the carpet, using contact cement for adhesion. Contact cement is also available in aerosol cans.



♦ Loop-style carpeting is popular and period appropriate. The light gray color has the dual advantages of being neutral and brightening up the interior.

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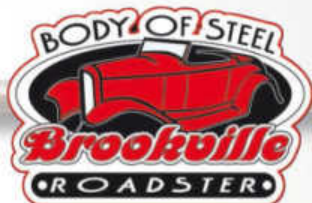
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♦The vinyl-finished console has a carpet-lined storage compartment, dual cup holders, and an area for the floor shifter.



♦The short-throw shifter is from Lokar Products.



♦The Vintage Air Gen IV Magnum evaporator came equipped with a 246204-PUA ECU microprocessor mounted on top—and fit easily behind the Sunliner dash.



♦Vintage Air provided the bracket for mounting the evaporator to the inside of the firewall, as well as all necessary components like the wiring harness and hoses.



♦The bracket was used to find the best mounting position and to determine where to add mounting holes to the firewall.



♦The fit is just right, leaving plenty of room for a functional glovebox. When the interior is finished, the evaporator will be inconspicuous under the dash.



♦The ashtray was removed and filled to make room for a pair of air conditioning vents.



♦Vintage Air's double-vane Standard Series louvers replace the ashtray, with two more vents at each end of the dash. Notice the Custom Autosound head unit in the stock radio spot.



♦The Vintage Air Upgrade 3 Knob Gen IV ProLine control panel was installed in the lower dash.

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♦To build a glovebox, a cardboard pattern was fitted into the stock opening to create a template.



♦The sheetmetal box was built using shears, hammer, and dolly, and other hand tools in about an hour.



♦Now Jerry has a place for his jelly bean stash and other Road Tour essentials. Elegance Auto Interiors lined the box with carpet material.



♦Custom Autosound's USA-630 300-watt AM/FM receiver features iPod, MP3, and satellite radio compatibility and bluetooth capability, but resembles a factory radio and fits in the stock location.



♦Carlos Rodriguez from The Art of Sound installed the audio system, including a pair of System 1 250-watt 8-inch subwoofers with built-in two-channel amps.



♦The subwoofers were mounted behind the rear bench seat, where they will be heard but not seen.



♦The 3-inch mid-tweeter Satellite speakers from the Custom Autosound System 1 package resemble the Vintage Air A/C vents. Rodriguez mounted two speakers beneath the dash and two on the rear panels.



♦Flaming River supplied the tilt steering column.



♦Dakota Digital custom analog gauges emulate the look of the original sweep gauges. The Flaming River Nostalgic Corvette steering wheel was later customized with a Hollywood Hot Rods horn button.



♦The Sunliner script dash emblem is one of many original trim pieces brightened back to life by Sherm's Custom Plating.



♦The convertible top boot, custom built at Elegance, was the finishing touch for the Road Tour Sunliner.



♦The 2015 Road Tour Sunliner couldn't leave Elegance Auto Interiors until Lopez gave the custom interior the comfort test. It passed.

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CROWD PLEASER



The GT55 Coyote-powered '55 Ford is loved by everyone

By **TIM BERNSAU** | Photography by **ROBERT MCGAFFIN**





The 3-1/2 year build on this '55 Ford Customline sedan ended just in time for the 2015 car show season. Everywhere the car appeared, people loved it. They loved it in Nashville, where the Ford was a Builder's Choice pick by Bobby Alloway. The Ford continued to collect Builder's Choice awards all summer—in Indy where it was selected by the Roadster Shop, in Des Moines with a pick by Roger Burman, and in Columbus where Andy Leach honored the car. It was especially loved at the *Car Craft* Summer Nationals in its hometown of Milwaukee. The Customline, nicknamed GT55, earned *Car Craft* award for Best Paint and Best In Show, and a *STREET RODDER* selection for Best Ford In A Ford.

Nobody loves the GT55 more than owner Gene Schwister. "I'm a Ford man," Gene told us. The folks in Milwaukee already know that, especially all the other Ford men and women who have purchased cars from the Schwister Ford dealership in town.

Gene's grandson Tyler is another Ford man. Tyler was looking for cars on the Internet in 2010 when he spotted the Customline advertised for sale. It looked appealing and the body was described as "restored." After negotiating, agreeing on a price, and driving to Pennsylvania to get the car, Gene realized that "not to be in the best of shape" was a better description for the Ford's condition. Even so, he knew that he and Tyler could turn it into a nice car.

feature

CROWD PLEASER

The project started at Gene's home shop. With the body off the frame and stripped to bare metal, attention turned to the chassis. One of the first decisions was to use an Art Morrison chassis as the updated platform for the sedan. Engine and transmission mounts were added to the tube frame. The frame was ground smooth and powdercoated in the same color that would eventually be used in the interior. The Art Morrison Enterprises independent front suspension with dropped spindles was added. Power steering is provided by a Ford rack. The Strange Engineering Ford 9-inch rear with 3.70 gears and a Posi is located by a four-link and Panhard bar setup. Antiroll cars and Strange

coilovers front and rear upgrade the Ford's ride. Many of the suspension components were smoothed and finished with black powdercoating.

Once Gene and Tyler had the body back on the frame, they turned to Dave Widmann at Dave's Hot Rod Shop in West Bend, Wisconsin, for help with the build. By now, Gene told us, the bodywork was moving way beyond dent and rust repair, and the "nice car" was on its way to becoming extraordinary.

The body modifications are subtle but extensive. The front fenders were reshaped to replicate the crown in the doors and to be flush with the hood edges. The fenders, hood, and rear quarters were peaked, holes were filled,

and ornamentation was removed. The front bumper was flipped, and sectioned front to back, side-to-side, and top to bottom. The grille was sectioned, relocated, and re-angled. A lot of attention went into customizing the lights. Dave created custom LED headlight lenses and bezels for the taillights and parking lights. Parking light buckets were re-sized to reduce bulkiness.

The contemporary tire and wheel combination blends with the classic body. Wide Toyo radials measure 225/35ZR18 and 275/45ZR20 and are stretched over 18x8 and 20x10 GTs from Schott Performance Wheels. Rolling stock is back up by Wilwood disc brakes. Six-piston calipers



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S E R I E S

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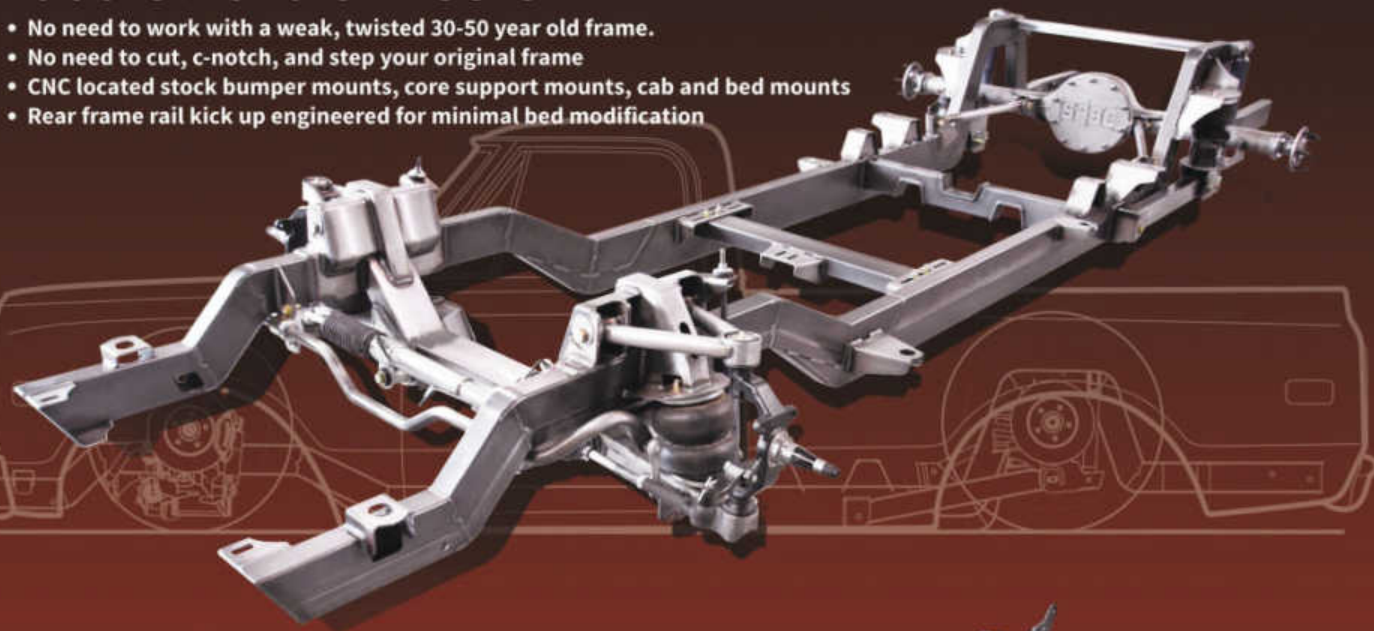
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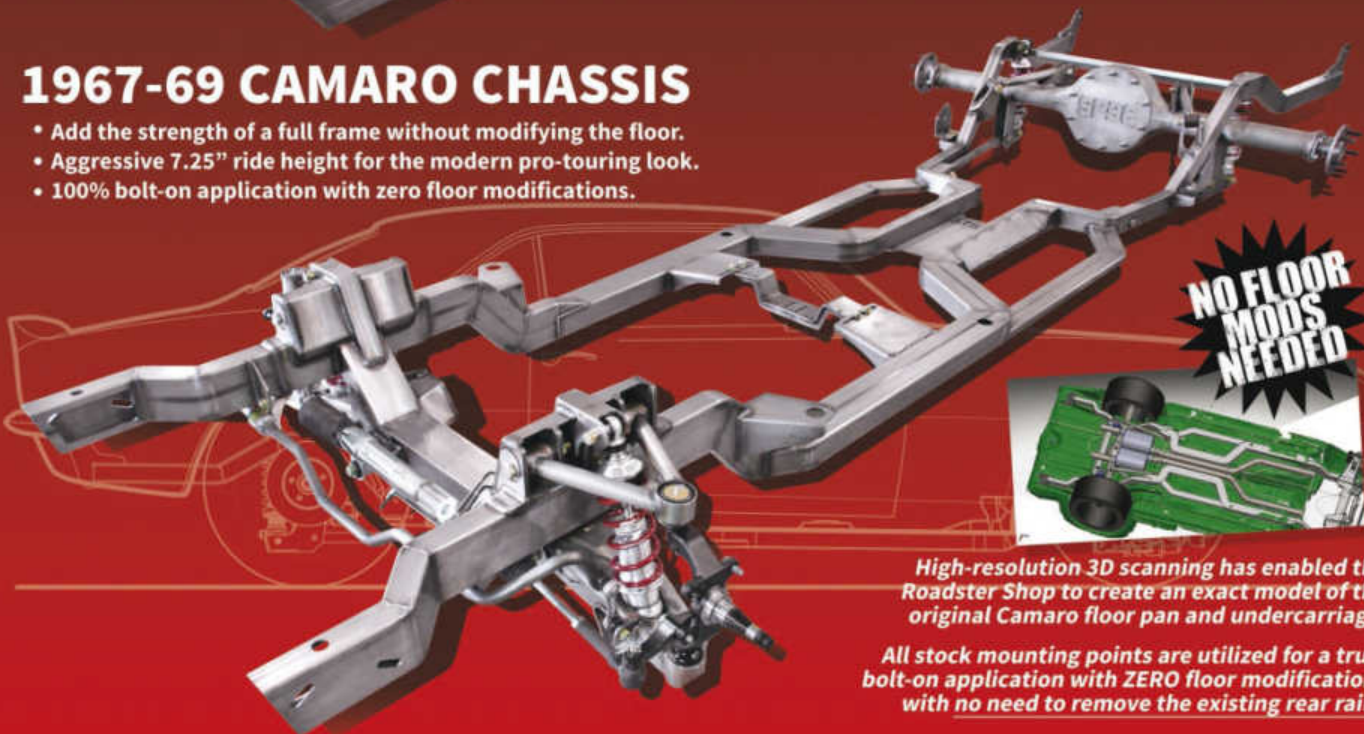
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grab 14-inch front rotors, with four-piston/12-inch brakes at the rear.


Dave's stunning paintjob is monochromatic black from SPI contrasted by a wide band of Black Diamond running the length of the hood, top, and deck—divided by saddle-colored pinstriping. The amazing effect is what earned Gene's Ford its Best Paint award at the *Car Craft* Summer Nats.

Instead of continuing the black on the inside, Dave finished the custom sculpted door panels and headliner, modified '65 Thunderbird buckets, and handbuilt rear seats in smooth and perforated saddle tan Italian leather—accented with Black Diamond painted pieces and stainless trim. Most of the dash was metal shaped, dressed up with a customer insert, and covered with a '56 Ford dash top section—plus more

Italian leather. Gauges were selected from Classic Instruments and a Billet Specialties steering wheel was chosen to top the ididit column. Pedals are from Wilwood. The center console houses switches for lights, ignition, and wipers, as well as the Kenwood receiver. The Vintage Air controls and vents are hidden.

Dave created the sculpted panels in the engine compartment and designed the brown and black color scheme on the Ford Coyote engine that powers the GT55. Gene and Tyler preferred an Eight Stack injection system to the factory setup, so a system was created for this application using Weber 48 IDA carb-inspired throttle bodies. Dave hid the injectors and hand-shaped the fuel hard lines—and built the fuel block and regulator. A Performance Electronics ECU and sensors control the system. Custom

exhaust pipes run from the stock exhaust manifold to the custom stainless tips exiting through the rear bumper. MagnaFlow mufflers sound just right. The Coyote is dressed up with more Black Diamond paint plus satin saddle-colored paint, which gives the look of leather. A Tremec five-speed ties the Coyote to a Dynotech driveshaft.

Gene told Dave that when the '55 Customline was finished he would stop building cars. That plan didn't last long. Now Gene has a '57 Ranchero in the works. In the meantime, he's having a blast touring and showing off the GT55. As for Tyler, he says that his plans to autocross the '55 Ford are on hold for now, while he and his grandfather continue to display their car at prominent events, where even Chevy guys love this Ford. 



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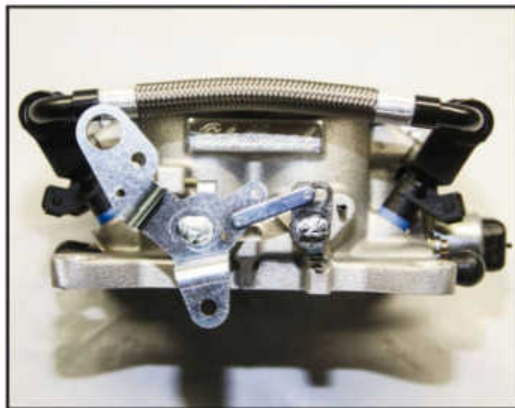
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2. All throttle blades are the same size and once off idle they work in unison. The throttle body is capable of flowing up to 1,000 cfm; each injector flows 60 lb/hr at 43 psi.

3. On the left side of the throttle body is a 4150-style throttle arm, the lower hole is for the throttle valve linkage for non-overdrive automatic transmissions.



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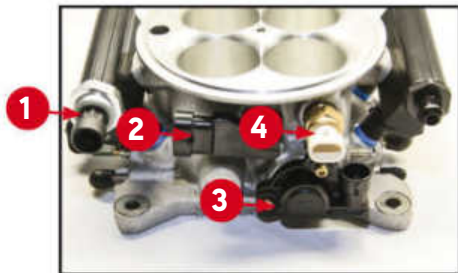


Installation of the E-Street EFI is simple, the wiring harness is clearly labeled, and all of the plugs are sender specific, eliminating any confusion as to where they go. The only issue for some may be installing the bung for the oxygen sensor, but the simple solution for those who don't have a welder at home is hauling a portion of the exhaust system to a local muffler shop to have them do it.

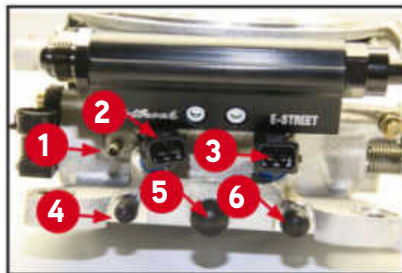
While installation of the E-Street hardware was easy, what we really liked was the simplicity of the programming required. Included in the kit is a 7-inch touch-screen tablet that is used to enter information in the ECU via wireless connectivity. (For those of us who struggle with computer speak, no wires are necessary as the tablet uses bluetooth to connect to the ECU.) The programming procedure consists of following the prompts and answering questions appearing on the tablet, such as the number of cylinders and type of ignition. Thanks to some of the programming options the E-Street system will even function perfectly on engines with low intake manifold vacuum at idle, resulting from big cams.

Once the wiring harness and fuel systems were in place we programmed the ECU then hit the starter and the engine was off and running. Edelbrock's EFI has exceeded all our expectations, the Dodge fires up immediately even on the coldest mornings, throttle response has definitely improved, and while we don't yet have long-term mileage figures to compare, the seat of our pants tells us that power has increased. The cool part is the more we drive the car, the better it seems to be. As far as we're concerned cruisin' is better than ever on E-Street. 

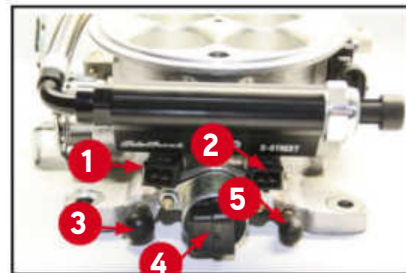
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4. The passenger side of the throttle body mounts (left to right) the pressure sensor in the fuel rail (1), manifold absolute pressure sensor (2), throttle position sensor (3), and the manifold air temperature sensor (4).



5. At front of the throttle are the timed intake port (1), the fuel injectors (2 and 3), 3/16-inch manifold vacuum port (4), PCV port (5), and 1/4-inch vacuum port (6).



6. The rear of the throttle body has a pair of injectors (1 and 2), power brake port (3), idle air control valve (4), and automatic trans vacuum port (5).



7. Providing important feedback to the computer on air/fuel ratios is the wideband oxygen sensor. The sensor should be installed 10 degrees above horizontal to prevent contamination.



8. Installing the O2 sensor requires welding this bung into the exhaust system (shown with a plug in place to protect the threads during installation).



9. This is the temperature sender that is installed in the coolant passage of the intake manifold.

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

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TECH




10. Edelbrock's sophisticated ECU comes with pre-loaded software, in operation with feedback from the oxygen sensor the system fine-tunes idle, cruise, and wide-open throttle air/fuel ratios. It is also capable of controlling two electric engine-cooling fans.



11. Inside the fuel sump is a float to maintain the proper fuel level, pressure regulator, and a high-pressure pump to feed the injectors. This system will support 750 hp.



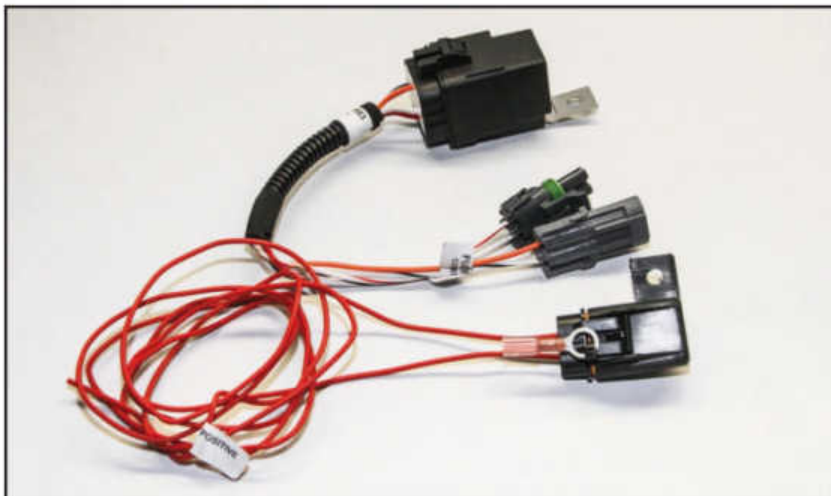
12. The fuel sump has an inlet fed by a low-pressure fuel pump, a high-pressure outlet to the injectors, a vent fitting that can be connected to the fuel tank or charcoal canister, and a plug for the internal pump.



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13. Included in the kit is a wiring harness, relay, and fuse to operate the high-pressure pump in the sump. Electric fuel pumps should never be connected directly to the fuel pump wire from the computer.



14. In our case there were few intake manifold options for a 318 Polysphere so we retained the vintage Weiland high rise.



15. Here the throttle body has been installed (note the old carburetor fuel line has yet to be rerouted to the sump). To make the original floor-mounted Mopar throttle pedal work we used a Lokar cable.

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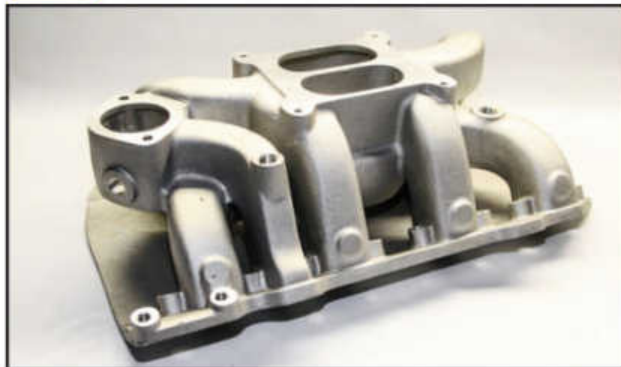


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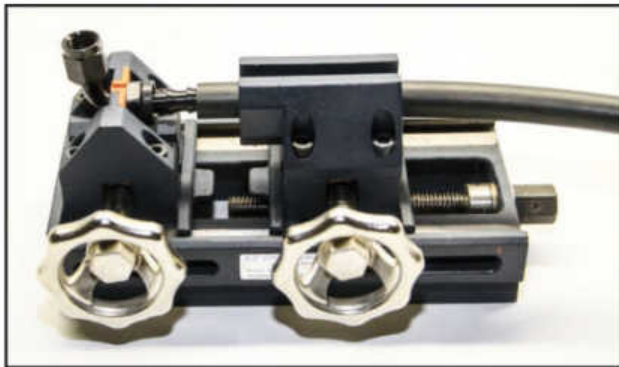
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16. We had planned on using one of Roland Osborne's new Polysphere intake manifolds (polysuperpac.com; 888-548-2282), but it was too tall to fit under our '60s hood.



17. This nifty little device is the EZ-On hose press (PN 409) from Koul Tools and it works great for installing hose on push-on fittings.



18. Included in the fuel sump kit are compression fittings to install a hose fitting on the rigid line coming from the mechanical fuel pump.



19. Rather than vent the fuel sump to the atmosphere or back to the fuel tank we added a charcoal canister from Hot Rods by Dean.



20. The sump comes with two mounting straps that can be installed vertically or horizontally.



21. We mounted the fuel sump to the core support to minimize the plumbing between it and engine's mechanical pump, the EFI filter, pump relay, and fuse are mounted to the inner fender with the charcoal canister between it at firewall. The ECU was mounted to the firewall and the throttle body was topped off with an Edelbrock air cleaner.



22. This is the 7-inch touch-screen tablet included with the E-Street System accepts downloadable applications and future upgrades from Edelbrock. There is wireless connectivity between the tablet and ECU via bluetooth.



23. The tablet also serves as a digital gauge cluster for engine monitoring while driving or it can be removed after the system is up and running.

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feature

LONGTIME LONGROOF

Second Coming for Jack Boyle's Second Dodge Wagon

By **RUSTY STEELE** | Photography by **THE AUTHOR**

Many hot rodders who endured childhood tumbling around the back of perpetually uncool station wagons have now come to embrace this once-homely body style. The ubiquity of SUVs and minivans in modern motoring can probably be credited for the hot rod wagon revival. Compared to their contemporary multi-passenger counterparts, most vintage wagons are lower, leaner, and, well, just plain cooler!

For Jack Boyle, the appeal of his '52 Dodge Coronet Sierra Estate Wagon is not only nostalgic, it's personal. "In 1966, I learned to drive in one just like it; I'll refer to it as wagon #1," Jack says. "My parents gave wagon #1 to me in 1971. My dad had painted it up like a fire chief's car, bright red with bright gold metalflake accents. I stupidly traded it off in 1972."

It didn't take long for Jack to realize his mistake. By the mid '70s, he was already searching for another. Growing up in a Chrysler family, Jack could



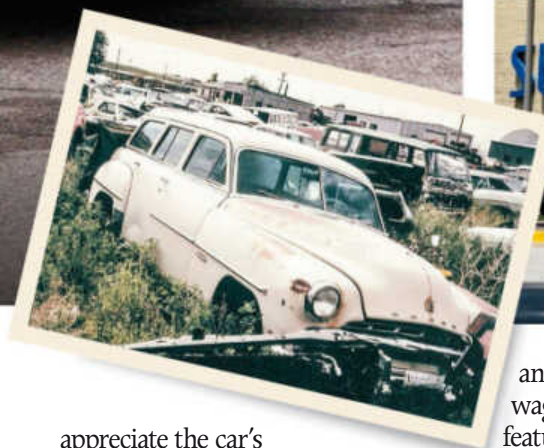


Yard in Cheyenne, Wyoming. I bought it for \$350, sight unseen."

Jack and his wife, Penny, lived in Albuquerque then and wasted little time getting the wagon road worthy. "My intent was to do a cosmetic restoration and make it a reliable driver," Jack says. "The body had lots of small issues and the wiring was in bad condition. In 1980, I cobbled it together as well as I could on my shoestring budget. I learned that the engine block had a crack but my dad came up with a very creative process for repairing it and the fix held for 25-plus years. My wife drove the car to work and took our young son to day care for years.

almost 30 years later!"

You heard correct. In 2005, Jack took his stock, tired but restored wagon and tore it down for the hot-rod treatment. After relocating to Kansas City in 1990, Jack and Penny found themselves driving the car less frequently. The stock 110hp flathead six and fluid-drive transmission, coupled with 4.11:1 gearing, limited the car to a low-speed, uninspired motoring experience. Around the same time, the Boyles found themselves looking for a hot rod project to complement their growing fleet of restored and original Mopars. The only problem was finding a project they could agree on. "Out of



appreciate the car's scarcity and quirky charm. "I had been aggressively searching for and looking to buy back wagon #1 for years," Jack says. "These cars are very rare and I had only seen two others at the time. This same exact model, wagon #2, was purchased in 1979 as my way of dealing with a world-class case of still lingering seller's remorse. I was told about #2 by another collector. It was 99 percent complete in Balcaen's Salvage



"In 1985, Roy Query called me and wanted to photograph a Dodge wagon for an *Automobile Quarterly* feature on Dodge cars. Mine was the only '51-52 wagon he could locate. I told him the car was far from perfect and he said he could make it look good in photos. So I picked Roy up in the car at the airport (with 100 pounds of photography equipment) and we headed to Anderson Vineyards in the north valley of Albuquerque for the shoot at dusk. I tell everybody that this may be the only car to be hot-rodded after it appeared in *Automobile Quarterly* ...

frustration we decided to 'rod' one of our current cars," Jack says. "The seldom-used wagon turned out to be the perfect choice. It was an excellent idea on my wife's part."

Jack's quest for more power in the wagon led him to a modern Mopar counterpart. "The driveline donor was a new '05 Dodge Magnum from a train derailment," Jack says. "It had 10 miles on it!" Great score, but getting that drivetrain to work in its new environment proved challenging. "The wiring between the engine and trans (the electronic transmission is a Mercedes-Benz part)



LONGTIME LONGROOF

was a steep learning curve," Jack says. "This was the third Hemi with a NAG-1 [transmission] that Street & Performance/Squirewire had built a wiring harness for. We had to do some investigation and work closely with the two people ahead of me." Jack enlisted help from Tim Mabry, "a modern Mopar tech during the week and old Mopar restorer on the weekends. He helped the engine and trans to forget the donor Dodge Magnum and run again."


With the help of Kevin Broderick of Fabrications Unlimited, the new drivetrain was installed in the wagon's original frame, which retained its OEM front suspension configuration with a few updates. "One key goal was to get the stance right," Jack says. "I opted for airbags so I could get the stance right the first time." ECI disc brakes were also installed, along with a heavy-duty sway bar and Cavalier rack-and-pinion steering. A narrowed Dodge Dakota rearend was mounted atop the stock leaf springs, with lowering blocks and RideTech overload 'bags to fine-tune ride height. A set of 17x7 chrome wheels with painted centers and Diamondback Classic wide whitewalls helped maintain the mostly stock appearance.

Speaking of stock, Jack wanted to leave the body in its original configuration. The only modification was eliminating the stock rear fender welting. Jack enlisted David and James Wolk at Wolk Design to perform the bodywork and paint. "We call the paint Bermuda Green, a close match to '60 Plymouth Chrome Green," Jack says. "We actually bought the Samsonite Bermuda Green luggage before picking the color of the interior and exterior. Then we decided, why not complement the luggage and match the desired '60 Plymouth color!"

Much as he had with the drivetrain, Jack opted for modern comfort inside the Coronet. He called on Edwards Brothers Upholstery to handle stitching duties. "It's a legitimate old-school shop that feels like a time warp back to 1955," Jack says. The front seats from an '06 Durango were wrapped in warm gray and green leather and the same theme repeated on the stock rear bench. Vintage Air, Auto Meter instruments (in factory bezels and housings), and a Kenwood stereo with Sony speakers add additional ambiance. Taking a cue from woodies of the same era (Jack's stable also includes a Chrysler Town & Country,

similarly restored from a salvage yard), Jack crafted door panels and other interior trim from Maple, lending the cabin both vintage flair and a coach-built feel.

Since leaving the paint shop several years ago, Jack is proud to report that the Dodge has not been on a trailer as it has shuttled he and Penny to events throughout the Midwest, including the KKOA Leadsled Spectacular, NSRA Mid-America Street Rod Nationals, Goodguys Heartland Nationals, and, most recently, Back to the 50's. As you might expect, the Boyles report that the modern drivetrain and upgraded cabin make road trips in the wagon more enjoyable than ever.

"Personally I enjoy touring and showing a car that is unique," Jack says. "One of my goals is to 'have the only one at the show.'" This Dodge delivers on that desire, though Jack still harbors a yearning for the original. "I am still actively seeking wagon #1 using the Internet, clubs, classifieds, and a network of other '51-52 Dodge wagon owners," he says. "So far I have ID'd only 22 Dodges after 44 years of looking. When I look at #2, I can't help thinking of #1. I guess I always will." 

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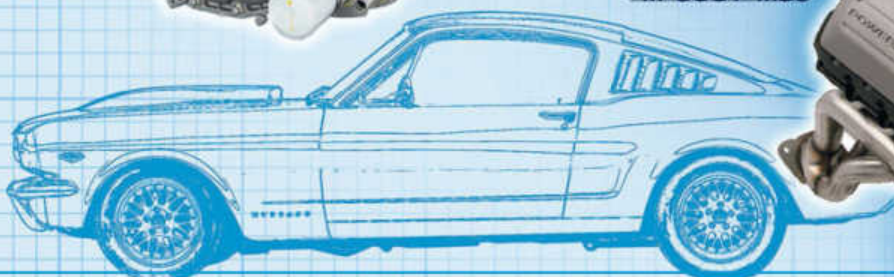


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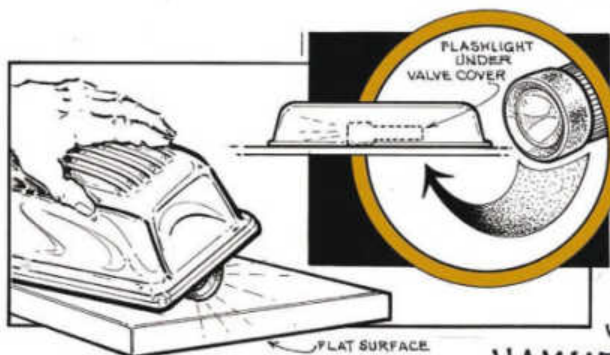
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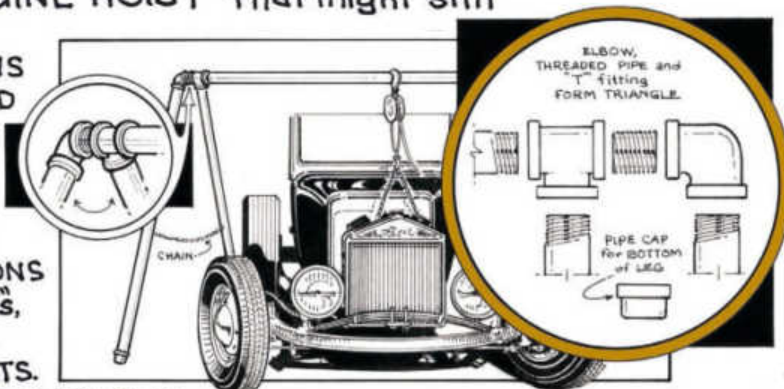
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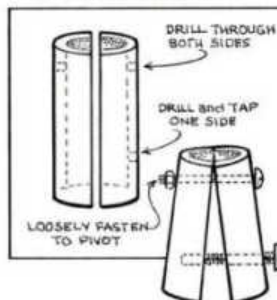
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STREET SHAKER



BY CHUCK VRANAS



Tony Gentile's '55 T-bird Gasser Packs Plenty of Torque

♦We've all heard the stories of being influenced as a youngster by going to the drags to watch nitro-fueled rails and Funny Cars light up the night as they tore down the quarter-mile. It's another to hear about a youngster who actually got to spin wrenches back in the day, leading him to building his very own Gasser to compete at the local strip. For Tony Gentile of Beverly, Massachusetts, his path to performance started when his dad enlisted his young talents at the family service station back in the early '60s.

Growing up in nearby Gloucester, Tony was surrounded by a hotbed of hopped-up street machines. At age 12, he was already building his knowledge of engines and mechanical modifications working after school and weekends at the service station. Regardless if he was disassembling V-8s for rebuilds or helping to reinstall them, he followed his dad's training to learn the trade. As he entered his teens he became specialized at installing speed equipment for customers, including updated differentials, cams, and intakes with multiple carbs.

At 18 he built his first Gasser, a '57 Chevy, which he ran regularly

at New England Dragway in Epping, New Hampshire. As the years passed other cars followed but none rivaled the exhilaration he experienced while racing his '57 Chevy at the dragstrip. To rekindle the glory days, he decided it was time to build another gasser. This time it would be a '55 Thunderbird with a classic look bordering the wild side just as it

would have appeared in the mid '60s.

He set out with his wife, Lesley, to locate a suitable base to start the project with. Scouring the local auto parts ads he sourced a '55 T-bird frame and made a deal. Once it arrived to his home shop the pair, along with good friend Bob Miller, got busy prepping it. Tony first had it blasted clean, then boxed the frameroads and followed by constructing new custom crossmembers. Out back a Ford 9-inch rear filled with 3.50:1 gears and 31-spline axles was anchored using a pair of owner-





fabbed 48-inch-long ladder bars combined with '55 Ford Fairlane leaf springs and Monroe tube shocks. To nail the gasser look, stance comes from a Speedway Motors Gasser kit featuring their exclusive gasser straight front axle matched to semi-elliptical springs along with early Ford-style spindles, and Monroe tube shocks. To stop the beast a dual bowl power master pushes fluid through steel lines to Ford 11-inch drums out back and 11-inch GM discs with four-piston calipers up front. The attitude rolls on 15-inch Rocket Racing Injector rear wheels topped with Coker/Firestone Dragster Cheater Slicks and Rocket's Launcher model, wearing Coker/Firestone DeLuxe Champion rubber up front.

For Tony, having a gasser required an engine with incredible torque. He selected a '68 Cadillac 472ci mill and tore it down to bare bones before starting the rebuild. For dependability the block was machined to perfection and filled with a stock steel crank linked to matching rods wearing forged aluminum pistons. A COMP Cams stick sets the beat while massaged cylinder heads generate plenty of power. Up top an Edelbrock Performer intake wears a Holley 750-cfm carb topped with an air cleaner from Mooneyes. A stock ignition lights the fire and dumps spent gases through custom headers to a 2-inch exhaust with glasspacks all fabbed by Wilson & Steely Kustom Coachworks of Athol, Massachusetts. To move the power a reworked GM TH400 trans links to a


driveshaft by Mitchell.


When it came time for a body, Tony located a restored '55 T-bird that was too good to pass up. He then pulled the body to place it on his chassis. Having worked with Steve Wilson of Wilson & Steely before, the pair mapped out plans for completion of the project. Wilson and his team followed by radiusing the rear wheelwells and then finessed the body to perfection, setting all the gaps and preparing it for paint. Team member Duck Day then loaded his spray gun with plenty of Axalta triple black and laid down a mile-deep coating. Dennis Day then created all the graphics to complete the vibe.

For a matching business office the team added a custom aluminum wrap-around insert to the stock dash, complete with added dials from Stewart-Warner to monitor the vitals. A Mooneyes steering wheel plots the course while a Hurst Quarter Stick shifter pulls



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Tech Tips

COMP Cams

Valvetrain parts are shipped with a rust-preventative coating that needs to be cleaned off prior to installation. Apply calcium-sulfonate grease for protection and lasting lubrication during initial startup and soak the lifters in break-in oil.

FAST

Diagnose faulty injectors with a laser thermometer pointed at each manifold pipe. A normal reading will be within 30 degrees of 450 degrees F. Injectors that won't close will show temperatures of 600 degrees or more. Those that are stuck shut will only register 200 to 150 degrees.

the gears. For comfort the stock bench was recovered by the team in a classic roll and pleat design accented by matching door panels and black loop carpet. This is one '55 T-bird that will easily rule any road it cruises.





EARLY IRON

SHOWCASING READERS' RIDES



BY TIM BERNSAU & ALLEN ANDERSON



PHOTOS: ALLEN ANDERSON

Bob Cranston | 1934 Chrysler Airflow CU coupe Binbrook, Ontario, Canada

♦The Chrysler Airflow is one of the most interesting American cars ever built. This extremely rare '34 Airflow CU coupe has the additional distinctions of being in Canada, being modified, and being almost completely owner-built in a backyard shop.



Al Anderson sent us these photos of Bob Cranston's Airflow street rod. When Bob bought the car from a member of the Chrysler Airflow Club in 1994, it was a rust-eaten shell that, the story goes, had once been suspended from a tree.

Bob fabricated doorskins, numerous panels, and other exterior components as necessary. A section of '87 Ford Crown Victoria roof was used as a roof insert on the Airflow. The stock bumpers were modified to bring the bars closer. Door handles were shaved and the homebuilt decklid was hinged at the side. Lou Brisson sprayed

the Chrysler Vanilla paint. Bob designed and built the chassis, from the custom frame to the air suspension on the modified Mustang frontend and custom four-bar rear. Wheel Vintiques artillery wheels are painted with chrome caps and rings. The wide whitewalls are 215/70R15 275/60R15 BFG radials from Diamond Back.

Eighty years ago, Bob's Airflow ran a straight-eight flathead engine. Today, an injected 0.030-over '58 392 Hemi takes its place. The aluminum intake with two 90mm throttle bodies, and the brackets and pulleys are all owner-built.

Sanderson headers feed a 3-inch stainless exhaust built by Bob. A '99 Dodge 518 transmission gets torque to a 9-inch Ford rearend. The interior was updated with aftermarket parts. John Wilki handled the upholstery, including the '98 Chrysler 300 seats.

Bob brought his finished Airflow back across the border to display at the 2015 Detroit Autorama. Before he went home, his talent, taste, and hard work had been honored with the Fay Butler Best Metal Award—from one talented fabricator to another.



WANT TO SEE YOUR VEHICLE IN EARLY IRON?

Email a good photo (at least 1 MB in size) and a paragraph telling us about you and the car to: tbernsau@enthusiastnetwork.com. We'll consider all entries.



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BY RON CERIDONO

Bring on the Bling With Eastwood's Metal Polishing System

◆ **We've come to the point** in several projects where several miles of trim have to be refreshed. One option was to polish each piece by hand, but we opted for a more effective method and ordered an Eastwood buff motor and buff kit.

The kit we chose comes with a 1hp, two-speed motor (PN 51460) along with a motor stand (PN 13162). Also included are eight 10-inch-diameter, 3/4-inch-wide buffing wheels (two each: sisal, loose, spiral, and canton flannel); six buffing compounds (one each: emery, stainless, Tripoli, plastic, jeweler's rouge, and white rouge); instructional DVD, buff rake, dust respirator, face shield, and gloves—everything necessary to do the job.

★ WHEELS

◆ **Sisal, PN 13036**

Spiral-sewn natural woven-rope fiber covered with cotton cloth for steel, iron, stainless, and other hard metals. Sisal is fast cutting and aggressive, use with Emery or Grease-less compounds.

◆ **Spiral Sewn Buff Wheel, PN 13035**

Long wearing wheel for coarse buffing and cutting action on all materials. Made from fine-thread count white 100 percent cotton sheeting with continuous spiral sewing with 3/8-inch spacing, 1/2- to 3/8-inch arbor hole, width 1/2-inch. Use with Tripoli or Stainless Steel Compounds.

◆ **Loose Section Buff Wheel, PN 13042**

Gives a very slight cutting action and is great for hard-to-reach surfaces. Made of 100 percent fine-weave cotton discs joined by one circle of sewing around arbor hole, they are available in single- and double-wide widths. Use with White Rouge, Jeweler's Rouge, or Plastic Compounds.

◆ **Canton Flannel Buff Wheel, PN 13039**

Soft 100 percent cotton flannel wheel for all final coloring operations

★ **Compounds**

The set of six buffing compounds

includes one each of Emery, Stainless, Tripoli, Plastic, Jewelers Rouge, and White Rouge compounds. The first stage of buffing is referred to as the "cutting" stages. These compounds used for this are coarse and will remove material quickly.

The final stage of polishing is called coloring and uses compounds that are extremely fine and result in the mirror-like shine.

★ **Polishing Procedures**

The first step is to select the proper wheel, compound, and buffer speed. Apply a small amount of compound to the face of the wheel for 1 to 2 seconds.

Had we been working with trim that had deep scratches we would have begun with Sisal wheel and emery compound. However, in our case we were buffing stainless steel trim that dull but in relatively good condition so we used white rouge and a loose cannon wheel.

Regardless of the compound and wheel used, let the wheel do the work. Use light pressure and always keep the work piece moving and reapply compound as necessary. And perhaps most importantly, be aware of any sharp edges, bolt holes, or anything the wheel could catch on.



◆ Eastwood offers a variety of buff motors—this is the 1hp version. The 1hp buffer shown here has two speeds: 1,800 and 3,600 rpm.



◆ Eastwood's buffing kit comes with a variety of buffing wheels and compounds and a rake to clean the wheels. Not shown are the included face shield, gloves, and particle masks.



◆ Compound should be applied sparingly. When polishing, hold the work below the centerline of the motor's shaft. Only light pressure against the wheel is required.



◆ As it was in good condition, a portion of this stainless trim piece was polished with white rouge and a loose section wheel as a test.



◆ In some cases a final buff of a smooth surface is all that is necessary. Rough surfaces require more aggressive compounds before final polishing.



◆ The rake is used to clean the wheels and knock down high spots.

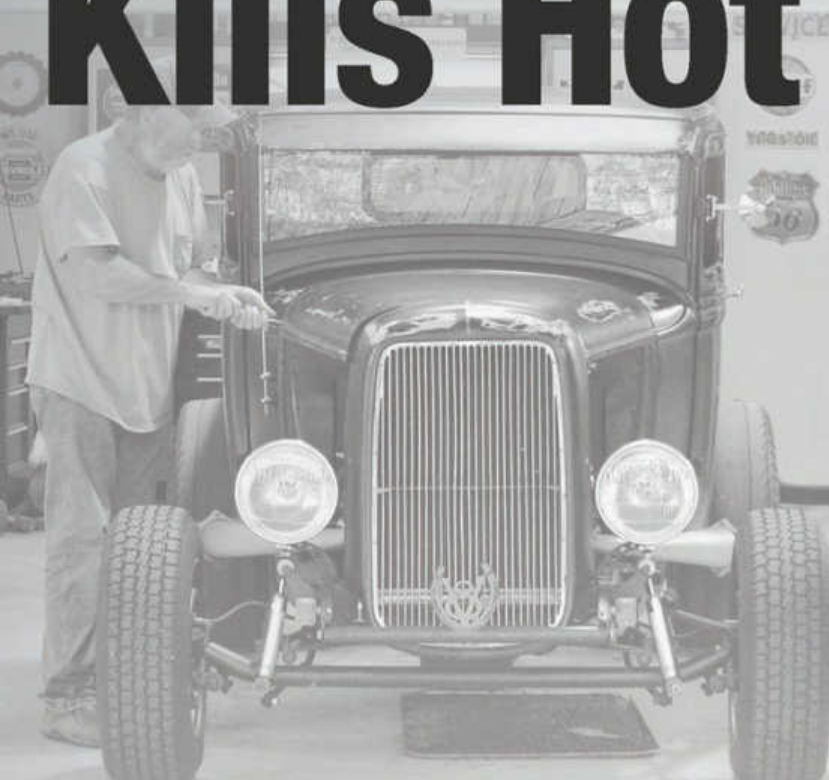
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Eastwood Tech Tip

For a quick touch-up on an old pitted chrome bumper, ball up a sheet of aluminum foil and "sand" the pits with water and the aluminum foil. You will be amazed at how the pits disappear.

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A Matter Of Degrees

◆ **Recently a good friend** of ours had his daily driver '32 Ford up on our hoist just to take a look-see at the hauler's underpinnings. While giving the chassis a general once-over it was obvious the rear shock bushings were worn excessively, particularly when taking the truck's relatively low mileage into consideration.

At this point we should provide a little bit of a backstory on this particular pickup. After building a number of cars and trucks from the ground up our buddy decided to buy a completed street rod he could just jump in and drive. After a short search what seemed to be the ideal deal was found on eBay, the problem was it was on the other side of the country.

After looking at the pictures and the information posted our buddy asked a relative who lived in the area to go by and check out the truck. While it's always a good idea to have someone look at a potential purchase when you can't do it yourself, in this case the well-meaning individual was not knowledgeable enough to spot repairs that would be part of a lengthy to-do list.



◆ When we pulled the rear coilovers off our friend's '32 Ford pickup this is what he found—the mounting bushings were completely destroyed. The other problem that had already made itself known was the spring rate—it was way too high.



◆ As we suspected the problem with the bushings was caused by the upper and lower mounts being out of alignment. In this case the lower mount was 90 degrees to the ground (which means the lower mounting bolt was parallel to the ground). The upper mount was different by 5 degrees.



◆ The replacement coilovers from QA1 were equipped with spherical bearings to compensate for the misaligned mounting bolts. QA1 offers bearing kits with a variety of options, including steel or Nylon/PTFE race and different inner and outer diameters and widths. For this application we chose bearings that would accept 5/8-inch mounting bolts.



◆ Grooves are cut into the shock mounts to accept the snap rings that hold the bearings in place.



◆ To install the bearings we first installed one snap ring, the bearing was put in place then the second snap ring was installed.



◆ The replacement coilovers are QA1's ProStars with single adjustments. One knob provides 18 options that adjust both compression and rebound valving simultaneously.



◆ Although we couldn't determine what the spring rate was on the original shocks, we did know they were way too stiff. We opted for new 200-pound springs from QA1. Be aware that the adjusters, lock nuts, as well as the thrust washers between the springs and adjusters should be treated with anti-seize compound.

The moral to the story is this—get any vehicle you consider buying checked out by someone who knows what he or she is looking at before closing the deal. There are qualified appraisers/inspectors all over the country that will provide an in-depth analysis and report on the condition of a vehicle for sale for a reasonable fee—often far less than needed repairs will cost. The other option is buy yourself a plane ticket and check it out yourself—you may well be money ahead in the long run.

So far the truck in question has received most of the needed repairs and updates, the coilover bushings being notable exceptions. Fortunately the truck has a first-rate chassis that appears to have been professionally built. However, when the rearend housing was installed a very common mistake was made—allowances weren't made for the rake of the chassis and alignment of the driveshaft. As a result with the truck at ride height and the U-joint angles optimized the upper and lower mounting bolts for the coilovers were not parallel. That put the bushings in a bind and wore them out in very short order.

Replacing the bushings wouldn't solve the problem, but swapping the coilovers for a pair of new QA1 coilovers with spherical bearings in the mounts rather than bushings would. The bearings not only tolerate the initial misalignment of the mounting bolts, they also provide unrestricted movement as the suspension works that the hard fixed bushings can't.

While the mounts would solve the alignment problem the other issue was the rear spring rate. We chose much softer springs, and shocks with adjustable damping. The end result was a better riding and handling truck—and one more thing checked off the to-do list.

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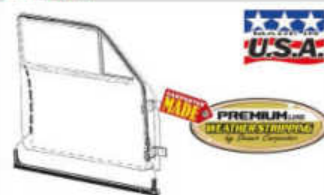
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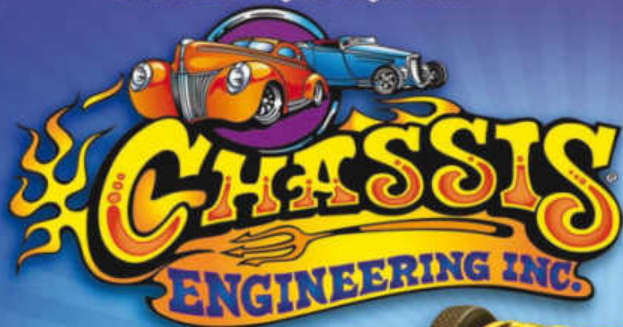


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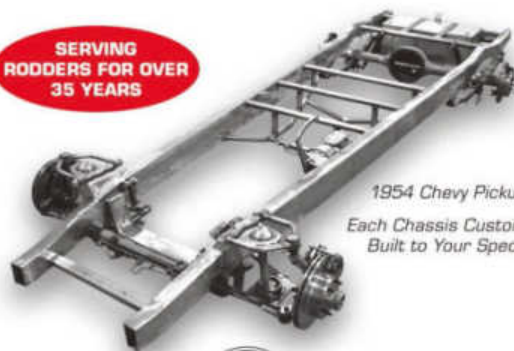
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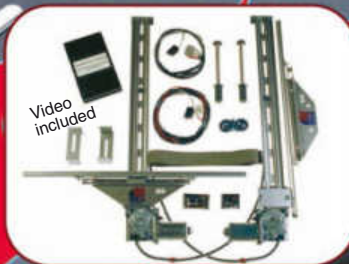


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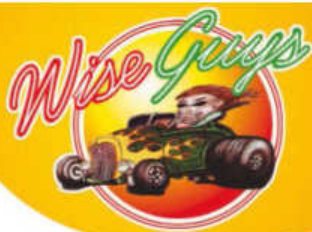
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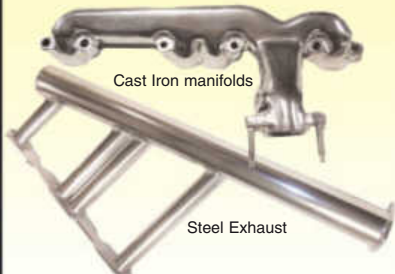
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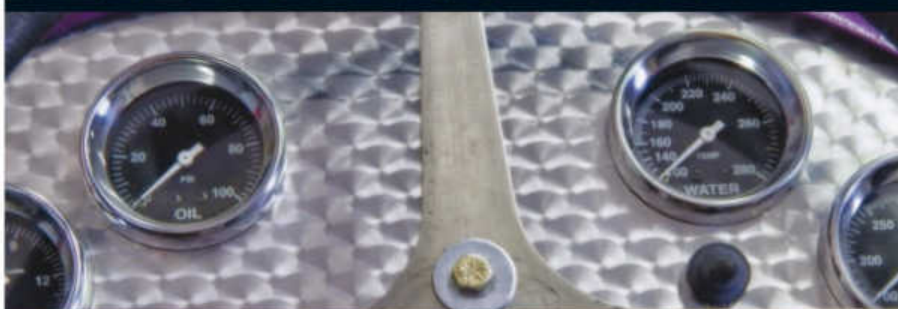
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ONE MORE LOOK AT OUR COVER CAR

The '57 Buick

• It was 1957 and Detroit was enjoying the U.S. economy in full swing after the war. It took a few years for Detroit to get the styling and engineering out of the '40s but when it did the cars were magnificent. It was also during the mid '50s that engine designs woke up and horsepower was on the climb. The Roadmaster nameplate appeared in 1936 with the Series 80 known as the Roadmaster. The Roadmasters featured the longest of the Buick wheelbases and from 1946-57 they were the most elegant and prestigious of the Buick line. In 1949 the Riviera was born, it was a hardtop coupe.

By **BRIAN BRENNAN** Photography by **ROBERT MCGAFFIN**



Black Roadmaster



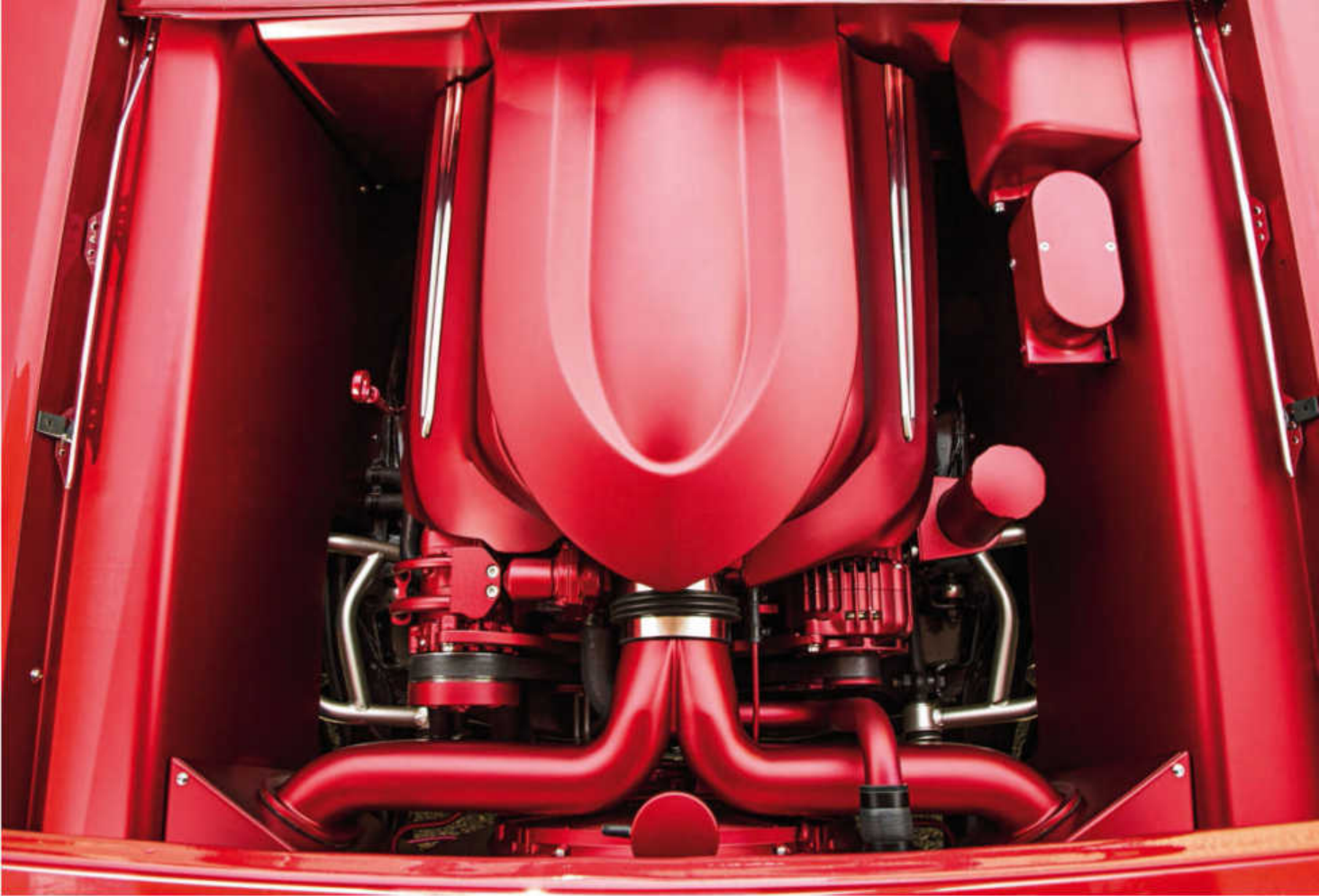
The '57 Buick Roadmaster

Thanks in no small part to the burgeoning popularity and subsequent success of NASCAR and the NHRA. The Buick Nailhead was introduced in 1953 and came in at 322 inches, which in turn grew into a 364ci with 300 hp by 1957. The added compression, 10.0:1, along with either a Carter or Rochester four-barrel carb helped get the power up.

The Buick was completely redesigned beginning in 1954 and the Roadmaster was based on the C-body platform with its 127.5-inch wheelbase was found on the 70 in 1957 and later that year the model 75. Along with the elongated wheelbase the body was stretched 10 inches and the roofline exemplified a longer, lower look. Of course, the "triple" rear window is unmistakable among the Buicks and Oldsmobiles of that era and it was given sweep spear side accents, front-fender vent ports, Dagmar bumpers, and fully radiused rear fenders.

The '57 Buick Roadmaster 75, which is in the Riviera family, is gaining in popularity with rodders but it still has a way to go before catching up with the Rivs of the mid '60s. But it's coming on as exemplified by Stephen and Michael Giles' fully massaged '57 Roadmaster. **SR**







BY RON COVELL

Tips for cutting metal, and replacing pot metal fender caps

Q. I run a small street rod shop, and I'm doing more and more metal shaping with my English wheel. I make most of my panels oversize, and I'm looking for a better way to trim the edges. I often use a Beverly shear, and that works well, but it can't make extremely tight curves, and if my panel has both concave and convex areas, there is often a gap between the metal and the bottom shear blade, the shear will flatten out the panel as it's cut.

I've tried using a bandsaw with a fine-toothed blade, and this works fairly well, as long as the panel can lie so that it touches the table right under the blade. On some complex panels, the convolutions keep parts of the panel above the table, and when this happens, the sheetmetal starts to vibrate with the cutting force of the blade, leading to flattening the panel, inaccurate cutting, and sometimes the teeth get stripped off the blade.

I can use my plasma cutter to avoid all of these problems, but it's difficult to get a razor-straight cut, and the dross left on the edge of the panel adds an extra clean-up step.

Do you have any tips for making cuts on highly convoluted panels?

John Tanner
Via the Internet

A. I've experienced all of the problems you mentioned, and one of my favorite ways to cut these panels is with a bandsaw, but using a "riser," which comes up from the table of the saw, with a small contact area surrounding the blade. (See the accompanying photo.)

This works amazingly well, and it has enabled me to cut many panels, which would have been extremely challenging using any other technique. I often use a 1/4-inch saw blade, which enables me to make very tight turns.



◆ This is a shop-built riser for a bandsaw, which allows highly-contoured sheetmetal panels to be cut with ease.

Q. I am presently working on a '65 Mustang fastback, which I have done many body modifications on. My question is about the rear fender quarter extensions, which are made out of non-weldable pot metal. I would like to smooth them in to hide the seam. They are a bolt-on arrangement using three studs, attached with nuts accessed from inside the trunk.

Is there a product that could bond them permanently to the steel fenders, still using the three studs for a mechanical connection, so I could finish the seam smooth with plastic filler? I know there are some epoxy bonding agents that are used in later model cars for joining seams. Do you think this would work? If not, is there another way to accomplish this, other than completely

fabricating the fender caps from steel, and welding them on?

Pat Ciambrello
Via the Internet

A. Unfortunately, I don't know of any way to bond pot metal to sheet steel, and keep the joint from cracking through the paint. One of the key problems is that the metals expand and contract at a different rate as they go through temperature cycles, and this will almost certainly cause the paint to fail, no matter how carefully you bond, fill, and prepare the joint.

Therefore, making a sheetmetal replacement and welding it into place is really the best way to accomplish your goal. I think once you get started, it may not be as difficult as you imagine, since the parts will be fairly small and relatively easy to form. I would make them from multiple pieces, placing the seams in locations where they will be easy to finish.

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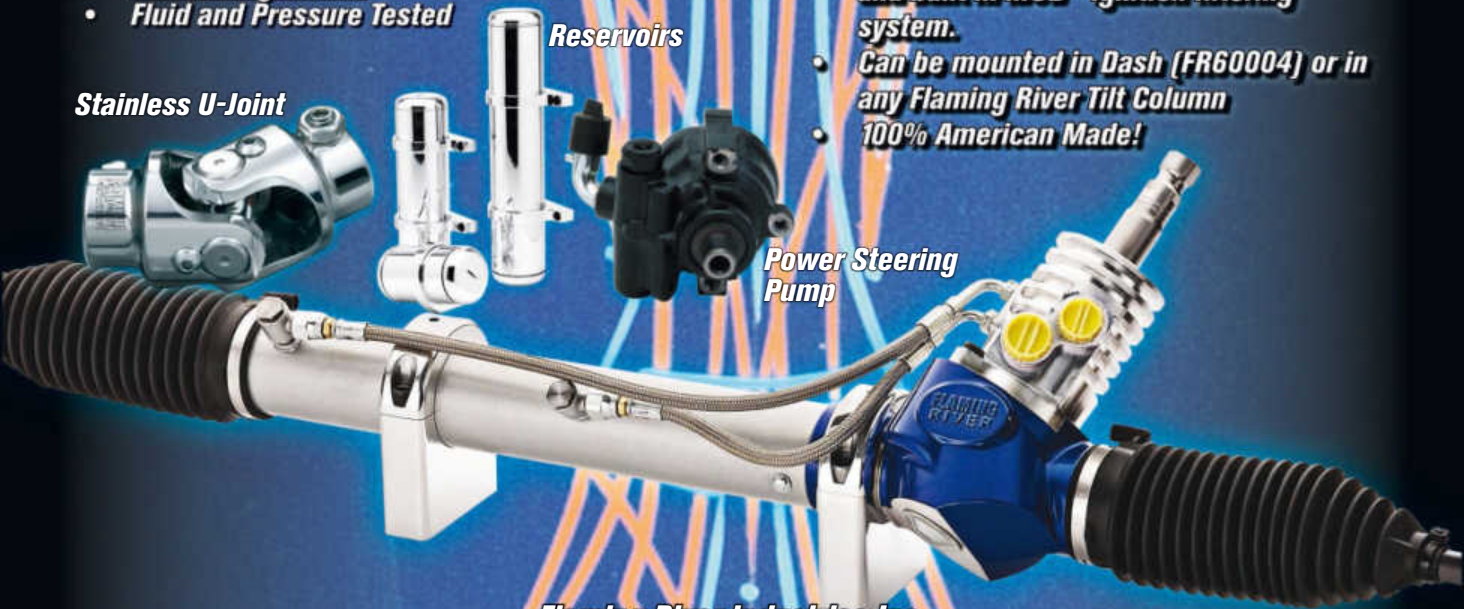
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